The Hong Kong Daily Press.

No. 1819 號九十一百八千四第 日八十二月三年酉癸治同 HONGKONG, THURSDAY, 24TH APRIL, 1873. 四拜禮 號四十二月四英 港香 PRICE $2½ PER MONTH.

Arrivals.

April 23, SALVADORA, Span. sh., 720, Hormaechea, Saigon 28th March, General.—ORDER.

April 23, MADRAS, Brit. str., 1,185, Bernard, Yokohama 16th April, Mails and General.—P. & O. S. N. Co.

April 23, DELTA, Brit. str., 1,019, Edmonds, Shanghai 20th April, General.—P. & O. S. N. Co.

April 23, CRAIGFORTH, Brit. str., 862, Scott, Shanghai 17th April, and Swatow 22nd, General.—OLYPHANT & Co.

April 23, DWARF, H.M. gun-vessel, 455, Bonham W. Bax, Amoy April 21st.

Departures.

April 23, CHINA, str., for Shanghai.
April 23, CARL LUDWIG, for Takao.
April 23, JOHN MACKEAN, for Sual.
April 23, MALACCA, str., for Foochow and Shanghai.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, APRIL 23RD.

Maria y Vicente, for Manila.

Passengers.

Per *Madras*, str., from Yokohama:—
Messrs. Brown, James, Verbeck, Kule and Barnard, and 9 Chinese.

Per *Delta*, str., from Shanghai:—
Baron von Rhefoes and servant, Miss Cunningham, Dr. Short, and 28 Chinese.

Per *Craigforth*, str., from Shanghai, &c:—
29 Chinese.

Per *Maria y Vicente*, for Manila:—
8 Chinese.

Reports.

The British steamship *Craigforth* reports left Shanghai on 17th April; arrived at Swatow on the 21st, and left again on the 22nd; had fine but hazy weather throughout the passage; on the 19th, passed the brig *Adelaide*, off Tungying, standing to the S.S.W.

H.M. gun-boat *Dwarf* reports left Amoy on 21st April at 6 p.m., had fine weather throughout. On the morning of the 21st at 5.30 a.m., H.M.S. *Iron Duke* and *Ringdove* left Amoy for Mateuc Islands. H.M.S. *Salamis* and *Elk* left on the same day at 6 p.m. for Tokao. The steamship *Acantha* left at 4.30 p.m. for Swatow; passed a steamer steering to the Northward at 11 p.m. on the 22nd, and one at 5 a.m. on the 23rd, names unknown.

The British steamship *Delta* reports left Shanghai on 20th April at 4 p.m., had light variable winds and weather throughout; passed in the Woosung river the Pacific mail steamer *Golden Age* from Nagasaki, and the steamship *Agamemnon* from Hongkong, both bound up. At 8.30 p.m. same day, passed a British steamer S.E. of Tung-ying. On April 21st, at 7 a.m., passed another steamer, name unknown, painted a lead colour, steering North off Num Kai. H.M. ships *Cadmus* and *Leven*, also French steamer *Couleuvre*, were in Shanghai when the *Delta* left.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	From.	Dates.
Warrior	New York	Aug. 3
Yokohama	New York	Sept. 6
Loochoo	Sunderland	Jan. 2
Italy (s)	Liverpool	Jan. 11
Chica	Cardiff	Jan. 15
James Shepherd	Lond n	Jan. 16
Matchless	New York	Jan. 24
Muton	London	Jan. 27
Veritas	London	Jan. 27
Pegasus	Boston	Feb. 5
Rabbinas	Newcastle	Feb. 6
Maiden Queen	London	Feb. 13
Scotland (s)	London	Feb. 15
Boldon	Sunderland	Feb. 15
Alexander	Swansea	Feb. 16
Gem	Liverpool	Feb. 17
Norman Court	London	Feb. 19
Deerhound	London	Feb. 21
Pow-an (s)	Glasgow	Feb. 22
Everest	London	Feb. 24
Glendarroch (s)	London	Feb. 25
Nelusko (s)	London	Feb. 27
Republic	Liverpool	Mch. 4
Rowan	Waterford	Mch. 4

Vessels from Ports in China expected in Europe and America.

(Corrected to Date.)

FROM HONGKONG.

Vessel's Name.	For.	Date of Leaving.
Thetis	Hamburg	Nov. 30
Mikado	Falmouth (f.o)	Dec. 8
Glarus	London	Dec. 11
Sir Wm. Wallace	New York	Jan. 15
Her Majesty	New York	Jan. 19
Rifle	New York	Jan. 19
Irvine	New York	Jan. 20
Gemsbok	New York	Feb. 4
Adelia Carleton	New York	Feb. 27
Nyassa	Hamburg	Mch. 14
Vesta	Falmouth (f.o.)	Mch. 15
Harwich	London	Mch. 16
R. H. Jones	London	Mch. 18

FROM WHAMPOA.

Early Morn	New York	Nov. 28
Taikun	Hamburg	Dec. 5
Lennox Castle	London	Dec. 10
Midnight	New York	Dec. 13
Per Ardua	New York	Dec. 15
Everhard	New York	Dec. 31

FROM FOOCHOW.

Catherina	Gibraltar f.o.	Dec. 3
Selim	London	Dec. 5
Elizabeth Nicholson	New York	Dec. 6
Black Prince	New York	Dec. 6
Fontenaye	London	Dec. 7
Silver Eagle	London	Dec. 12
Whinfell	New York	Jan. 1
Annie Gray	New York	Jan. 7
Minerva	Falmouth (f.o)	Jan. 10
Albert Victor	London	Jan. 14
Marie Louise	Falmouth (f.o.)	Feb. 8

FROM SHANGHAI.

Dilkhoosh	New York	Nov. 24
Centurion	New York	Nov. 26
Glengairn	London	Nov. 29
Hopewell	London	Nov. 29
Fiery Cross	London	Dec. 3
Sarah Nicholson	New York	Dec. 10
Lady Elizabeth	New York	Dec. 20
Borealis	New York	Dec. 28
Elizabeth Graham	New York	Jan. 17
Omba	New York	Jan. 25
Deoguam	New York	Jan. 25
Zodiac	London	Jan. 27
Lelia M. Long	New York	Mch. 4

Auction Sales To-day.

J. M. ARMSTRONG,
At 12 noon,
Sundry Goods, &c.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.
tf 471 Hongkong, 8th March, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....1,000,000 of Dollars.

Court of Directors:—
Chairman—S. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
Ad. André, Esq. | H. B. Lemann, Esq.
R. H. Belilios, Esq. | Thos. Pyke, Esq.
A. F. Heard, Esq. | Hon. R. Rowett.
A. Jecot, Esq.

Chief Manager.
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 1062] Hongkong, 1st April, 1873.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that from and after the 1st day of May next a Register of Shareholders will be provided and kept in the *Yokohama Branch* of this Corporation, and any person or persons, holding shares, wishing to transfer them from either Hongkong, Shanghai, London, Bombay, or Calcutta to Yokohama, and vice versa, may make the necessary application to any of the above Offices respectively.

By order of the Board of Directors,
JAMES GREIG,
Chief Manager.

Share Department,
Hongkong, 1st April, 1873. [1m 514

TO LET,
With Possession on 1st May.

THE HOUSE No. 2, Mosque Terrace. For particulars apply at
No. 5, PEDDAR'S HILL.
tf 623 Hongkong, 23rd April, 1873.

TO BE LET,
(With Immediate Possession.)

THE HOUSE No. 7, Gough Street. Apply to
GIBB, LIVINGSTON & Co.
tf 624 Hongkong, 23rd April, 1873.

TO BE LET.

A SUITE of ROOMS, furnished. Apply at THE HONGKONG DISPENSARY.
tf 583 Hongkong, 14th April, 1873.

TO LET.

(With immediate Possession.)

THAT Commodious Two-storied HOUSE, in Castle Road, known as "WOODLANDS," and lately in the occupation of G. VON OVERBECK, Esq., with Out-offices, Stabling, Coach-house, Cow-house, Garden, and also a Croquet Lawn attached. Has Gas and Water laid throughout.

For further particulars, apply to
F. DOS REMEDIOS,
Mr. POLLARD'S *Office,*
No. 1, Club Chambers.
tf 603 Hongkong, 19th April, 1873.

TO LET.
(With immediate possession).

THAT highly desirable and commodious Family residence, "FAIRLEA," situated in Bonham Road West, and formerly in the occupation of ROBERT MCMURDO, Esq. There are 12 Rooms, 3 Stalled-stable, Coach-house, Harness Room, large Kitchen Garden, and Pleasure Grounds, Gas and Water laid throughout. Apply to

ED. SHARP & TOLLER,
Solicitors.
tf 172 Hongkong, 25th January, 1872.

NOW OPEN.

ORIENTAL TELEGRAM AGENCY.
HEAD OFFICE—102, LEADENHALL STREET, LONDON.

HONGKONG BRANCH—2, PEDDAR'S HILL.

Messages received at all hours of the day for London, Europe, or America.

Agency charge on every message for transmission, $1.50.

Tariff rate:—For London or Great Britain, $1.75 each word up to eight; $1.50 for each following word.

To France, Holland, and Belgium, an additional $1.50 will be charged for each 15 words.

To other countries in Europe, $2.50 will be charged for each 15 words.

For New York, &c., $3 per word up to five words; $2.50 for every additional word.

For San Francisco and British Colombia, $3.50 per word up to four words; $2.75 for every additional word.

GEO. HOLMES,
Agent.
tf 449 Hongkong, 19th March, 1873.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CAPITAL—£500,000.

THE Undersigned having been appointed Agent for the above Company, is prepared to accept proposals for Life Assurances.

For Rates of Premium, Forms of Proposals, or any other information, apply to

CHAS. H. MORGAN,
Agent.
549 Hongkong, 8th April, 1873.

CRAUFURD COLLEGE,
MAIDENHEAD, BERKS, ENGLAND,

CONDUCTED by EDWARD DE EWES, with the assistance of French, German, and English Masters.

TERMS.—Pupils under 13 years....40 guineas.
" over 13 years....50 "

The Course of Instruction includes English, Classics, Mathematics, and Modern Languages, with any other branches of study which may be required for the future course in life of the pupil.

REFERENCES:—
The Rev. the Master of Dulwich College.
The Rev. J. C. BELL, M.A., Head Master of Christ's Hospital.
The Rev. Dr. SCHMETTAU, Ph. Dr., Secretary of the Evangelical Alliance, 9, Adam St., Strand, London.
The Rev. H. JONES, M.A., Secretary of the Turkish Mission, 18, Adam St., Strand, London.
H. LLOYD, Esq., Recorder of Chester.
S. POTTER, Esq., 33, King St., Cheapside, London.
SIMS REEVES, Esq., Grange Mount, Upper Norwood. [3m 351

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THE ATTENTION OF SHIPPERS is called to the future distribution of the Profits of this Company, two-thirds (2/3rds) of which, after payment of interest, will now be divided amongst all Contributors of business, whether Shareholders or not, rateably in proportion to the amount of Nett Premia contributed.

WM. PUSTAU & Co.,
Agents.
tf 663 Hongkong, 9th April 1872

Notices of Firms.

MR. JOH. BUSE has this day been authorized to sign my firm per procuration in Hongkong.

F. PEIL.
1m 534 Hongkong, 14th April, 1873.

THE interest and responsibility of the late Mr. RUDOLPH BOURJAU in our firm, ceased with his death on the 14th of February last.

BOURJAU & Co.
1m 530 Hongkong & China, 4th April, 1873.

NOTICE.

THE Power of Attorney granted to Mr. PESTONJEE EDULJEE, to act as my Sole Agent and Representative at China, has this day been cancelled, and Messrs. JAMULBHOY JAIRAZ and the said PESTONJEE EDULJEE have been authorised to conduct my business and agency at the aforesaid place jointly, and to sign the name of the Firm per procuration.

AHMEDBHOY HABIBBHOY.
Bombay, 11th March, 1873. [tf 533

MR. EDWARD GEORGE is authorised to sign our firm per procuration from this date.

HOLLIDAY, WISE & Co.
1m 524 Hongkong, 4th April, 1873.

THE business hitherto conducted by us at this port, as Ship Brokers, will henceforth be carried on under the firm of HEINEMANN & Co., in which Mr. R. STEIL has this day been admitted a partner.

S. L. HEINEMANN,
R. KLÆR.
1m 515 Hongkong, 1st April, 1873.

NOTICE.

I HAVE this day established myself here as Merchant and Commission Agent under the firm and style of ENGLEAN & Co., Chinese hong's name "TAI KEE."

YEO ENGLEAN.
1m 510 Amoy, 1st April, 1873.

MR. ADOLPH CORDES has this day been admitted a partner in our firm.

A. CORDES & Co.
tf 458 Tientsin, 1st January, 1873.

MR. SOTHEBY GODFREY BIRD is authorized to sign our firm per procuration in Formosa.

DODD & Co.
2m 433 Amoy, 14th March, 1873.

MR. F. LANCKEN and Mr. C. W. SIEGFRIED have this day been admitted partners in our firm in Hongkong and China.

WM. PUSTAU & Co.
6m 2 Hongkong, 1st January, 1873.

TO BE SOLD,

THE GROUND and PREMISES at Queen's Road, Spring Gardens, known as ST. FRANCIS HOSPITAL. The Ground contains 40,430 square feet, affording sufficient space for over 50 ordinary Chinese Houses. The Premises, as they stand, are well suited for a School, a Hospital, or any public Institution.

For further particulars, apply to
CALDWELL & BRERETON,
Solicitors,
29, *Queen's Road, Hongkong.*
3m 200 Hongkong, 1st February, 1873.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby notified that in accordance with the 36th Clause of the Articles of Association of the Company, the Sixth Call of Twelve Dollars and Fifty cents per share is payable on the 31st December current, at the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest at the rate of Twelve per cent. per annum will be charged on all calls paid *after that day.*

By order,
A. NOEL BLAKEMAN,
Secretary.
2166 Hongkong, 10th December, 1872.

PHŒNIX FIRE INSURANCE COMPANY

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

FROM this date until further notice, a *Return* of Twenty per cent. (20%) will be made, on the Premium charged on all Insurances effected with this Office; such Return being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 1159 Hongkong, 24th June, 1872.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co.,
Secretaries.
tf 557 Hongkong, 1st April, 1871.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ¼ of the annual rate
Not exceeding 1 month ½ of the annual rate
Above 1 month, and not exceeding ..... } ¾ " 1 do. do.
Above 3 months and not exceeding ..... } 6 " 1 do. do.
Above 6 months the full annual rate.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 875 Hongkong, 13th August, 1869.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month ½ of the annual rate
Above 1 month, and not exceeding ..... } ¾ " 1 do. do.
Above 3 months and not exceeding ..... } 6 " 1 do. do.
Above 6 months the full annual rate.

On and after this date, a discount of 20 per cent. off the above rates will be allowed to insurers.

GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.
tf 1167 Hongkong, 24th June, 1872.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20% allowed.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 25th July, 1872.

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,
THIS DAY,
24th April, 1873, at noon, at his Sales Room, 42, Queen's Road,—
An Invoice of STATIONERY.
Drums of Hubbuck's PAINT OIL.
Do. Do. TURPENTINE.
40 Barrels American BEEF.
Cases GIN.
30 Casks CLARET.
Cases American TOBACCO.
Cases Cut TOBACCO.
Cases Swiss CIGARS.
Cases CHEESE.
¼ and ½-Boxes RAISINS.
Danish BUTTER, in 2lb. tins.
Barrels Crystalised SUGAR.
Fairbank's SCALES.
And Sundry Other GOODS.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG,
Auctioneer.
627 Hongkong, 23rd April, 1873.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Rooms, Queen's Road,
TO-MORROW,
the 25th April, 1873, at noon,—
Handsome Dinner, Dessert, and Tea SETS, Kerosine LAMPS, Toilet SETS, TOOTH BRUSHES, COMBS, Hand MIRRORS.
Blue and Cream Laid Note and Letter PAPER, ENVELOPES, Blotting PAPER, PENCILS, Steel PENS, Pen HOLDERS, Eye GLASSES, Fancy Toilet SOAP.
100 Dozen Children's SOCKS.
100 " Sundry Do.
10 Cases VERMOUTH.
20 Barrels HERRINGS.
20 Geneva Lever Silver WATCHES.
6 Do. Do. Do. Keyless.
6 English Do. Do.

Also,
An Invoice of Mantle-piece MIRRORS.
1 Cannon.

TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
628 Hongkong, 23rd April, 1873.

FURNITURE SALE.

ENGLISH AND CHINA-MADE FURNITURE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on
MONDAY,
the 28th April, 1873, at noon,
At "CRAIGENGOWER,"
the residence of
D. R. CRAWFORD, Esq.,
The whole of his HOUSEHOLD FURNITURE, comprising:—

A Handsome DRAWING ROOM SUITE of WALNUT WOOD FURNITURE, covered with GREEN SILK REPS, Marble-top Carved CHIFFONIERE with MIRROR, Handsome Pier GLASS, WHATNOTS, Card TABLES, CHROMO-LITHOGRAPHS and ENGRAVINGS, CURTAINS, GASALIERS and Gas BRACKETS, CARPETS and RUGS, FENDERS and Fire IRONS, Dining TABLE, CHAIRS, SIDEBOARD, GLASS, CROCKERY, and ELECTRO-PLATED WARE.

Brass and Iron BEDSTEADS, WARDROBES, CHESTS of DRAWERS, Marble-top WASHSTANDS and Dressing TABLES, COUCHES.

And,
A Solid Mahogany Cottage GRAND PIANO, by John Broadwood & Sons, London, made expressly for this climate.

A Willcox & Gibb's Hand and Treadle SEWING MACHINE, with Plated Fittings.

&c., &c., &c.

Catalogues will be issued, and the Furniture will be on view on *Saturday*, the 26th April, 1873.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of descriptions, at purchasers' risk on the fall of the hammer.
556 Hongkong, 9th April, 1873.

PUBLIC AUCTION.

AYRES & Co. have received instructions to sell by Public Auction, on
TUESDAY,
the 29th day of April, 1873, at No. 8, Gough Street,—
HOUSEHOLD FURNITURE of a Gentleman leaving Housekeeping, consisting of COUCHES, CHAIRS, Dining TABLE and CHAIRS, CLOCKS, ENGRAVINGS, MIRRORS, SIDEBOARD, WHATNOTS, Side and Card TABLES, Marble-top WASHSTAND and SERVICES; BEDSTEADS, complete; Marble-top Toilet TABLES and GLASSES, SOFAS, WARDROBES, CHEST of DRAWERS, SEWING MACHINE and STAND.
CROCKERY and GLASS WARE, CUTLERY and PLATED WARE, &c., &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
633 Hongkong, 24th April, 1873.

VALUABLE REAL ESTATE FOR SALE.

WILL shortly be offered at Public Auction, (unless previously disposed of by private contract) all that valuable Estate, the property of the Undersigned, situated at Spring Gardens, Hongkong, and known as MARINE LOT No. 43, extending from the Queen's Road to the Praya, and measuring on the Praya 85 feet, on Queen's Road 100 feet, on Spring Gardens' Lane 623 feet, and on Marine Lot No. 42, 557 feet; containing in all 55,940 square feet.

The Praya frontage, which is at present unbuilt upon, offers from its large extent good facilities for business purposes, and is one of the few sites left unappropriated in so central a position, having a public wharf opposite, and being within a short distance of the Hongkong Pier and Godown Company's wharf.

In the rear of the premises (standing about 100 feet from the Queen's Road) is a large substantially built 3-storied DWELLING HOUSE, measuring 100 feet by 80 feet, with Garden and Outhouses, the ground floor of the House consisting of large and airy Godowns, Iron-lined Treasury, &c.; on the 2nd story are six large rooms, wine closet, store rooms, and pantry; on the 3rd story, 8 rooms, with bathrooms, &c.; marble tiled verandahs, 13 feet wide, on both upper stories, front and back. The whole so arranged that it can readily be converted into two or three distinct residences, each having a separate means of entrance. There are two distinct rows of outhouses, consisting of servants' rooms, kitchens, and stables. A suite of rooms, suitable for Offices, fronts the Queen's Road, Gas laid on throughout the house, and a fine well of spring water in the court yard. Annual Crown rental of the whole property $936.27.

Also,
Their property at FOOCHOW, consisting of OFFICES, GODOWNS, and DWELLING HOUSE.

The Offices and Godowns are built on the Island of Chungchow, below the bridge, with an extensive river frontage, and are in every respect well situated for business purposes.

The BUNGALOW occupies one of the most desirable sites on the Hill at Nantai, containing Dining Room, Drawing Room, 3 Bedrooms, with Bathrooms, &c., Veranda all round the house. Out Houses attached, and a large Flower and Kitchen Garden.

For further particulars, apply to
BULL, PURDON & Co.
tf 512 Hongkong, 1st April, 1873.

Auctions.

PUBLIC AUCTION.

MESSRS. LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at the Commissariat Buildings, Queen's Road East, at 11 o'clock A.M. on
SATURDAY,
the 26th instant,—
200 Porter CASKS, and a quantity of Iron HOOPS.

And,
At CROSBY'S Store, Queen's Road Central, at 12 o'clock noon same day, the following OBSOLETE and UNSERVICEABLE GOVERNMENT STORES, viz:—
BLANKETS, Water-proof SHEETS, Web SURCINGLES, 1 Indian TENT, Head-stall COLLARS, NEEMNAHS, 1,025 tins of DUBBING, MUSSUCKS, Pack SADDLES, 1,145 TIN POTS, Water-proof CAPES and COATS, Great COATS, Duck FROCKS; JACKETS, Big and Pea; Powder CASES and BARRELS, about 6,500 lbs. of GUNPOWDER from Shell, Elliptical Boilers, &c., &c., &c.

Also,
About 468 Pairs Serge TROWSERS, quite new.

And,
Quantities of Old METAL, IRON, WOOD, STEEL, BRASS, TIN, CORDAGE, LEATHER, RAGS, ZINC, &c., &c.

TERMS.—Cash on delivery in Mexican dollars weighed at 7.1.7.

C. K. CLEEVE,
Assistant Controller.
Control Office,
Hongkong, 23rd April, 1873. [629

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (unless previously disposed of by private contract,)—
The German Barque
"*ANNA*,"
234 Tons Register, or 5,500 Piculs, carrying capacity.

The vessel is shortly expected from Saigon, when the exact date of the Sale will be fixed.

An Inventory List may be obtained at the office of the Undersigned.

TERMS OF SALE.—Half the amount of the purchase money to be paid at the fall of the hammer, and the other half on transfer.

The vessel at purchaser's risk after the fall of the hammer.

F. BLACKHEAD & Co.,
Auctioneers.
484 Hongkong, 26th March, 1873.

FOR SALE.

TO BE SOLD by Public Auction, on a day to be hereafter notified (if not privately disposed of or let),—

That delightful, well and substantially built *Summer Residence*, situated near MOUNT DAVIS at Pokfoolam, known as "BISNEE VILLA," together with the Out-Offices and Servants' Quarters, having Stabling with Eight Stalls and Coach-house, Bath-rooms laid on with water-pipes and shower baths. The Ground is laid out with a good Flower Garden, with a large Fountain six feet deep and fourteen feet in diameter, and in good working order.

There is also a Mat Bungalow put up on the sea-side on the lower part of the ground, where it affords a good sea-bathing place, and the latter is now under lease for twelve months for $60 per annum.

The above stand on registered Inland Lot No. 623, and measure as follows:—

North and East side abutting on Government Land	514 feet
South and West side, sea side highest water mark	530 "
South and East side, Government Land	1,440 "
North and West side, Government Land	1,449 "

Contains on the whole 10 acres.

The Lease is for 999 years, and Crown Rent only $48 per annum.

For particulars, apply to
D. RUTTUNJEE, Esq.;
or to
C. H. MORGAN,
Auctioneer.
558 Hongkong, April 9th, 1873.

SWATOW.

STEAM-TUG *ORPHAN.*

THE new and powerful Steam-tug *ORPHAN*, Captain MCCASLIN, is now open to tow vessels to or from sea, on reasonable terms.

FREWIN & Co.,
Agents.
tf 603 Swatow, 15th April, 1873.

BEKANNTMACHUNG.

ALLE Diejenigen, welche dem verstorbenen Schiffs-Capitain PETER A. LUND, zuletzt Führer der Norwegischen Brig *Kvik*, verschuldet oder im Besitze von demselben gehörigen Werthsachen oder Documenten sind, sowie Diejenigen, welche Nachweise hierüber geben können, ferner Diejenigen, welche Forderungen gegen den Verstorbenen haben, und Diejenigen, welche sich als Bevollmächtigte des Verstorbenen legitimiren können, werden aufgefordert dem unterzeichneten Vice-Consulat baldmöglichst Mittheilung davon zu machen.

ALL Persons indebted to the estate of Captain PETER A. LUND, deceased, late master of the Norwegian Brig *Kvik*, or who are in possession of property or documents belonging to the estate, as well as those who can give information with regard to the above, also those who have claims against the estate, and those who may hold power of attorney from the deceased, are requested to communicate with the undersigned Vice-Consulate without delay.

DAS KAISERL DEUTSCHE VICE-CONSULAT.
1m 605 Chefoo, 3rd April, 1873.

NEITHER the Undersigned nor the Owners of the German Ship *Georges*, now lying in this port, will be responsible for any debts contracted by the Captain, Officers, or Crew of the said vessel.

CARLOWITZ & Co.
tf 334 Hongkong, 28th February, 1873.

AVIZO.

ESTANDO já findo um anno da morte de MIGUEL ARCHANJO DE GOUVEA, e dezejando o abaixo assignado, como Administrador do seu Espolio, ficar livre da fiança que prestára na Corte d'esta Collonia, previne por este ao herdeiro ou herdeiros, que estiverem habilitados para receberem o referido Espolio para se aprezentarem dentro de tres semanas a contar da data deste, com ordem competente do Juizo d'esta Collonia para receberem. Passado este prazo sem que se effeitue o recebimento, o abaixo assignado terá de dispôr do dito Espolio como melhor lhe parecer.

J. J. DOS REMEDIOS.
Hongkong, 25 de Março de 1873. [1m 481

INSURANCE.

THE Undersigned, on behalf of the BRITISH AND FOREIGN MARINE INSURANCE COMPANY (LIMITED), are prepared to accept risks on Cargo, from Hongkong and Ports in China to Ports on the Yangtsze, by steamers of the CHINA NAVIGATION COMPANY, and their connecting vessels, at the tariff rates of the local offices, *but subject to an immediate discount of one-third of the premium.*

BUTTERFIELD & SWIRE,
Agents.
1m 541 Hongkong, 7th April, 1873.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

Intimations.

NOTICE.

A MEETING of the Members of the MORRISON EDUCATION SOCIETY will be held at the CITY HALL LIBRARY THIS DAY, the 24th April, at 3 o'clock, for the purpose of confirming the following resolutions passed at the Meeting on the 18th inst.

1st.—"That $3,000, of the remaining funds of the Society, amounting to $3,276 16 be funded for the purpose of endowing a scholarship, to be called the 'Morrison Scholarship' at the Central School, under conditions to be drawn up by the Head-Master of the Central School, the Minister for the time being of the Union Church, and the Senior resident member of the London Missionary Society."

2nd.—"That the sum of $250 be given to the fund for the assistance of gentlewomen who have been engaged in the cause of education in connection with Protestant missions in Hongkong; and that the remaining balance, with the further small dividend expected to be paid during the current year from Messrs. Dent & Co.'s estate, be paid over to the funds of the Morrison Library in the City Hall."

1m 488 Hongkong, 27th March, 1873.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

FOR the convenience of Passengers, the Steamer *POYANG* will leave Hongkong for Macao EVERY SATURDAY, at 3 o'clock P.M., (instead of 2 P.M.,) commencing on SATURDAY, the Third of May proximo, until further notice. No change is made in the hour of departure on other days.

Personal Season Tickets, to travel on the steamers running between Hongkong and Canton, for the period of twelve months, are now issued at $200, meals included, or $150, exclusive of meals.

By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
tf 617 Hongkong, 22nd April, 1873.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given, that pursuant to the provisions of the Companies' Ordinance, 1865, and in accordance with the resolution come to at the last Ordinary General Meeting of the Company, respecting the number of Shares to be represented at Meetings, an Extraordinary General MEETING will be held at the Offices of the Company, situated at No. 39, Queen's Road, Hongkong, on MONDAY, the 26th day of May next, at 3 P.M., for the purpose of altering the regulations of the Company by passing Special Resolutions, whereby the aggregate number of Shares to be held or represented by the Shareholders present at all future Ordinary Meetings, and all Extraordinary Meetings convened by the General Managers, shall be One hundred instead of Five hundred as heretofore.

Notice is also given, that at the said Meeting a further Special Resolution will be proposed, whereby Article No. 64 of Regulations of the Company will be altered, so as to enable the Company to hold the Ordinary General Meetings at any time in each year before the 10th day of March.

Notice is further given, that Copies of the proposed Special Resolutions can be obtained by any Shareholder on application to the General Managers.

Dated the 21st day of April, 1873.
JARDINE, MATHESON & Co.,
611] *General Managers.*

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given, that in Comp'iance with Section 50 of the Companies' Ordinance, 1865, an Extraordinary General MEETING of the Shareholders will be held at the Offices of the Company, No. 39, Queen's Road, on MONDAY, the 9th day of June next, at 3 P.M., for the purpose of confirming such Special Resolutions, as may be passed at the Extraordinary General Meeting of the 26th day of May, 1873.

Dated the 21st day of April, 1873.
JARDINE, MATHESON & Co.,
612 *General Managers.*

JUST PUBLISHED.

THE MORNING OF MY LIFE IN CHINA,

Comprising an Outline of the History of Foreign Intercourse from the last year of the Regime of the Honorable East India Company, 1833, to the Imprisonment of the Foreign Community in 1839.

By GIDEON NYE, Junr., Corresponding Member of the American Geographical and Statistical Society, Author of Rationale of the China Question, &c., &c.

To be had of
LANE, CRAWFORD & Co.
7d 625 Hongkong, 23rd April, 1873.

VARNUM D. COLLINS,
DENTIST,
No. 7, ARBUTHNOT ROAD,
HONGKONG.
tf 293 Hongkong, 20th February, 1873.

THE Undersigned being about to leave the Colony permanently, Mr. STOUT, D.D.S., succeeds him in the Practice of Dentistry in Hongkong from the 1st proximo.

H. H. WINN, D.D.S.
1, Alexandra Terrace,
2m 509 Hongkong, 29th March, 1873.

LICK HOUSE,
CORNER MONTGOMERY AND SUTTER STREETS,
SAN FRANCISCO, CALIFORNIA.

THE "LICK" offers unsurpassed accommodation for Tourists, being centrally located, and having horse cars for all parts of the city passing its door. Its rooms and suites are unequalled for comfort, while its Dining Hall is acknowledged to be the most elegant room of its kind in America, or the Continent. Its cuisine is second to no institution of its kind; every luxury of the season, prepared by the ablest of cooks being daily placed on its tables. In fact, the "LICK" offers to the Tourist a home, where every attention is guaranteed for the comfort of its guests that the most careful judgment of experienced men in their several callings, can afford. [3m 353

K. K. PRIV. OESTERREICH. VERSICHERUNGS-GESELLSCHAFT "DONAU," VIENNA, LIMITED.

THE Undersigned, having been appointed General Agents for the above Company, are prepared to grant Marine Risks at current rates.

MELCHERS & Co.
6m 2113 Hongkong, 1st December, 1872.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

NORTON, LYALL & Co.,
Agents.
tf 1174 25th June, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FRO

"THE CHRONICLE AND DIRECTORY"

FOR 1873.

NOW READY.

THIS Work, now in the ELEVENTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1873" has been further augmented by a

CHROMO-LITHOGRAPH

OF THE

FOREIGN SETTLEMENTS OF SHANGHAI,

In addition to a Chromo-Lithograph Plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAGS

(*Designed expressly for this Work*)

MAPS OF HONGKONG, JAPAN, and of the

THE COAST OF CHINA;

besides other local information—and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

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Tientsin and Peking..... „ HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki.....The C. & J. TRADING Co.
Hiogo, Osaka...The C. & J. TRADING Co.
Yokohama.....Messrs. LANE, CRAWFORD & Co.
„ „ .....Mr. E. J. MOSS, *Japan Gazette* Office.
Manila.....Messrs. J. DE LOYZAGA & Co.
Saigon..... „ M. RIBEIRO & Co.
Singapore.....*Straits Times* Office.
Calcutta.....*Englishman* Office.
London.....Mr. F. ALGAR, Clement's Lane.
„ ..... „ GEO. STREET, 30, Cornhill.
„ .....Messrs. TRÜBNER & Co.
„ ..... „ BATES, HENDY & Co.
San Francisco, Mr. L. P. FISHER, 21, Merchants' Exchange.
New York.....Messrs. S. M. PETTINGILL & Co. 37, Park Row.

The Daily Press.

HONGKONG, APRIL 24TH, 1873.

IT was certainly somewhat refreshing to read in last Saturday's *Gazette*, the official announcement of Mr. WODEHOUSE's leave of absence. Seeing is believing; and, although people in Hongkong were already acquainted with the fact, it was hardly realized to the full until it appeared in all the solemnity of an official announcement. It may, perhaps, seem that the above-named gentleman scarcely occupies a sufficiently important position to be the subject of much notice in the public prints; but there is a very definite reason why the matter should not be passed over. In common with Mr. CREAGH, Mr. WODEHOUSE is unfortunate enough to be the practical embodiment of a principle with regard to which the public have very justly somewhat strong feelings. Both gentlemen are privately respected, and to no small degree popular, but in their public capacities they are, so to say, "leading cases" of what it is a mild expression to designate as very ill-advised appointments. In plain English, they are felt to be an undue and uncalled-for tax upon the resources of the Colony; and the very definite illustrations which are from time to time given of this fact justly become the subject of public notice and public comment.

In one point of view, perhaps, we ought not to grudge Mr. WODEHOUSE his leave of absence. As compared with what has been at times the case in other directions, it must be confessed that he is entitled to the gratitude of the Colony. Hongkong officials may be divided into three classes. First, those who receive salaries and do useful service; secondly, those who receive their pay and do little or nothing; and, lastly, those who receive their pay and do positive mischief. Mr. WODEHOUSE deserves great credit for having carefully kept himself within the second category. If we bear in mind the proverb concerning Satan and idle hands, and remember how very little Mr. WODEHOUSE did, we cannot but admire the discrimination which prevented him from falling into mischief. And when further it is remembered how much harm a comparatively unimportant official may do in Hongkong, if inclined to be meddlesome, our admiration must be greatly increased, and we can scarcely hold that Mr WODEHOUSE has not earned his leave of absence, or feel the slightest pain in granting it to him. The only hope is that he may be as discreet at home as he has been here, and not attempt to engage more policemen, or make any other display of that *trop de zèle*, which, according to the opinion of a well-known diplomatist, is so much to be deprecated in any official.

But, to leave this vein, and to speak seriously on the subject, which has its serious, and a very serious, aspect, is it not a little too bad that the Government which cannot afford a few hundred dollars annually to provide for the accommodation of small-pox patients at Stone-cutters' Island, can nevertheless afford to pay Mr. WODEHOUSE half his salary during his absence on leave? We are sadly afraid that, after all, he will be doing something.

The steamers *Drummond Castle*, *Russia*, and *Yangtsze*, arrived at Shanghai on the 22nd inst.

It is interesting to notice from the report of the Inquest given to-day, that the head District Watchman of No. 2 District (since dismissed) used to allow his servants to gamble in the watchhouse. It may be also interesting to enquire whether this valuable functionary was one of the informers upon whom the Captain Superintendent and the Hon. Mr. Smith depend for information, with a view to suppressing gambling.

The Australian Variety Troupe will give their first performance this evening.

The Choral Festival has been finally fixed for Monday next, 28th instant, at 4 p.m.

An interesting illustration of one way in which Chinese evidence is cooked up, will be found in the detention of shirts' case, among to-day's Police Reports.

The *N. C. Daily News* announces the return of Li-hung-chang to Tientsin. The reports, therefore, that he was to stay at Pekin as adviser of the Emperor, would seem to be unfounded.

With reference to the introduction to the letter to the Hon. Mr. Ryrie, in which a refusal was made to allow the memorial concerning Briarly to be laid upon the Club table for signatures, we find that it was sent by the whole Committee of the Club, and not by the sub-Committee, as erroneously stated.

An error was made yesterday in speaking of the coolies referred to by a correspondent, as those in Peru in place of Havana. As, however, the same statements have been made concerning the treatment of coolies in the latter place, and their non-return, as with reference to those in Peru, the remarks made apply equally to the case to which attention was called in the letter, to which of course they were intended to refer.

MARINE MAGISTRATE'S COURT.

April 23rd.

BEFORE H. G. THOMSETT, ESQ., R.N.

THE "JOHN MACKEAN."

Frederick Taylor, master of the British schooner *John Mackean*, charged two of his seamen, named O'Kachee and Tajuo, with deserting from the vessel on the 23rd instant.

Complainant, sworn, stated the defendants were on the articles. This morning, the 23rd instant, he was getting under weigh to go to Sual, when the defendants jumped overboard and swam to the Police Hulk.

Defendants said the reason they jumped overboard was because they were struck over the head with a marline spike by the second-mate, and were swimming to the Police Hulk to prefer a charge.

Defendants were sent on board their ship.

THE "FAT-LE."

John Curtin, assistant Inspector of junks, charged Ting-ing, the master of the junk *Fat-le*, with arriving in the harbour on the 4th instant, and not having reported himself.

Complainant stated on the 4th instant he boarded defendant's junk at Yow-mah-tee, and found an old clearance on board. He ordered defendant to report himself. He did not do so, but went to sea. Yesterday, the 22nd, he boarded him again, when the defendant said he had never been in this harbor before. He was sure the junk defendant is in was the same vessel before commanded by defendant.

Defendant said he did not report before because he did not consider Yow-mah-tee, where he was lying, to be in the harbour.

Defendant was fined five dollars, or ten days' hard labor.

POLICE INTELLIGENCE.

April 23rd.

BEFORE F. W. MITCHELL, ESQ.

UNLAWFUL DETENTION.

Momuhn Khan, a cook on board the Spanish steamer *Juan*, charged a shopman in the Queen's Road, named Fung-a-yat, with unlawfully detaining the sum of $4 from him.

Complainant stated on the 23rd instant he went to defendant's shop and bargained for some shirts at $8 per dozen. The defendant reached down some shirts, and he picked out three, and tendered a $5 note. The defendant then gave him $1 in change, and he told him that would not do, he would have to give him $3, the shirts being $2. The defendant refused to give more, on the plea that he should take half a dozen. He told him he would do so had he got all the patterns he wanted. The defendant still refusing to give up the proper change, he got a policeman and brought him to the defendant's shop. The defendant was then going to give him half a dozen shirts, but some person in the shop advised him not to do so, but to go to the Police-station. He, therefore, neither got shirts nor money.

Defendant stated at 7 a.m. the complainant came to his shop and purchased three shirts, for which he tendered a $5 note; he gave him in change $3 in silver. The complainant then made a bargain for three others for $1.75. These he gave, and complainant tendered $2, and he gave him 25 cents change. The complainant then left the shop, taking the six shirts. At 8 a.m. the complainant came back and said he had left some of the shirts behind, and knowing he did not, he refused to give him more. The complainant then brought the police.

Indian Constable No. 442 deposed to being called by the complainant to defendant's shop, and on arrival the defendant wanted to deliver up the six shirts to complainant, but some Chinese in the shop refused to let him, and said, "More better go to the charge-room;" this same man was at Court, a witness for the defendant.

Wong-a-say, the master of defendant's shop, stated at 7 a.m. the complainant came to his shop and made a bargain for three shirts for $1.50; he then selected two others for $1.75. He was in his counting-room, and saw the complainant pay two instalments, and the shirts were done up in two parcels. The complainant then left the shop with the parcels, and presently came back and said he had left six shirts behind, and because he refused to give him more, he threatened him with the police, and procured one. He denied that six shirts were offered to make up the loss. His shopmen saw the complainant leave the shop with the two bundles.

At this stage, the case was adjourned for the production of some of these shopmen. Inspector Grimes went after them. But a shopman belonging to the shop proved to be a little more smart than the inspector, as one of them during the time the case was on trial was amongst the audience, and he immediately bolted off home, got to the shop before the inspector, and divulged the evidence required, and then changed his clothes. Inspector Grimes, however, innocently brought him up, and his evidence of course was a fac simile of the defendant's. He was, however, recognised by a police constable as having been in Court the whole of the time, and witness admitted frankly the whole affair.

A shopman, next door, came up, and of course gave the same evidence, he having been in conversation with the last witness the whole of the way up to Court, so constable 442 said.

Mr. Mitchell told complainant that in the face of the evidence before him, he making one statement, and the defendant and his witnesses another, he had no alternative but to discharge the defendant.

Defendant was discharged.

Complainant asked whether he would have to lose his six shirts.

His Worship told him he never would be so stupid as to purchase six shirts, and then leave them in the shop, and not remember he had done so for a whole hour.

UNLAWFUL POSSESSION.

Two boatmen and one boatwoman belonging to cargo boat 201, were charged with the unlawful possession of 80 catties of clean rice.

Mr. W. McClellan, Inspector of Junks, stated the defendants' boat had been alongside the steamer *Cheops*, which steamer had been discharging rice. He found the two bags of clean rice concealed under the covering board of timbers.

Defendants wanted to make out that they bought the rice, but this not being proved, they were fined $2 each, for the unlawful possession of the rice.

Two boatmen found in a boat half way to Yow-mah-tee by P.C. 119, with 160 lbs. of coals in their boat, at one o'clock a.m., were fined $2 each for the unlawful possession.

AN ALLEGED ASSAULT.

An old amah, named Lee-a-hoo, summoned her mistress, Mrs. Theodore de Silva, residing at the Mosque, for assaulting her and her daughter, a young girl.

Complainant stated on the 21st instant her daughter was carrying the child of another amah in the house, and seeing she was tired, she told her to sit down. Her mistress refused to allow her to do so, and when she attempted to do so she slapped her face. On her remonstrating with defendant she slapped her face also, and repeated it, and placed her hand over her mouth.

Defendant stated she employed the complainant, and when she engaged her she took under consideration that her daughter was to play with the small children. One of her little girls went into the cook house and asked the complainant's daughter to come out and play with her, and she refused to do so. Her child was then in the hands of the wet nurse. The complainant, who was cleaning knives at the time, threw a brick-dust cloth into the eyes of her child, who came up to her and complained about it. She then went down stairs and asked complainant what she did that for, at the same pushing her. Complainant screamed out, and she placed her hand over her mouth to prevent her from arousing the neighbourhood. She then went out and brought a Chinese constable, who said he had come to take her into custody, in spite of her informing him he could not take her out of her own house. She told him she wanted to charge the amah, but he refused to take her. The neighbours remonstrated with the constable for attempting to take her out of her own house, and his refusal to take a legal charge. She wanted to report the constable, but her husband came home late, and she received a summons before he came home.

Defendant was told that there was no doubt she had been put to great inconvenience by the complainant, and his Worship would only impose the nominal fine of 10 cents.

BREACH OF REGISTRATION ORDINANCE.

Mr. Osmond, clerk at the Registrar-General's office, charged one How-a-yeong, with personating himself as one Ley-a-fong, in a registration ticket, produced, for the purpose of procuring a night pass.

Complainant stated that he had found out that the defendant was only the accountant in the shop, and his name was neither of the two on the registration ticket, the other name being Low-a-chee. The defendant was warned that if he was not one of the masters of the shop,—if he was the accountant—to say so, but he would insist on asserting that he was Ley-a-fong.

Defendant admitted the charge, and said the pass was for the shop; as the master, Ley-a-fong, was away from the Colony, he represented him.

Defendant was cautioned, and fined $5.

ALLEGED NUISANCE.

Lee-lum-kwi, residing in the vicinity of the Novelty Iron Works, summoned the representative of that establishment for carrying on work at night, to the great annoyance and inconvenience of the neighbourhood. On the case being called, it was found complainant was not in attendance to prosecute, but one of the firm of Wo-hang & Co., appeared, with a petition praying to have the nuisance put a stop to, averring that the representative of the Novelty Iron Works had been up before, summoned for hammering, and dangerous furnaces in full force at night, endangering the neighbourhood by sparks of fire.

Petitioner was told that the same course laid open to him as to Lee-lum-kwi, and like him if he felt aggrieved, he could get out a summons.

Petitioner said he had no wish to do so; that he only wanted the defendant cautioned.

His Worship said he had done that.

Defendant said the Surveyor-General had visited the place, and he had given his opinion that there was no danger. The petitioner appeared to be very troublesome and meddlesome in things which did not concern him, and he was the most constant and the greatest nuisance maker in the neighbourhood. Nightly did his revelry and noise disturb him; but he did not wish to be so meddlesome as the petitioner, as he looked on these things as things that must be done, as he had to get through the work, and had to do work against his own will.

The summons was dismissed.

FORGERY AND THEFT.

The case in which Ewen Graham, a private in H. M. 80th Regiment, is charged with signing Messrs. Rose & Co.'s chit book, and receiving a parcel from one of their coolies, under pretence he did so for Mrs. Duggan, Sergeant Duggan's wife, came on again yesterday, the case having been remanded.

Miss M. Rose, sworn, stated she remembered making up the parcel for Mrs. Duggan. She sold her one belt with two cricketers on the buckle. The coolie wrote in Chinese on the parcel, and she herself wrote Mrs. Duggan's address. She then sent the parcel—to Mrs. Duggan, and she did not see the coolie till next morning. Mrs. Duggan sent to say she had not received the parcel, and at 10 a.m. the coolie was sent for, and asked to whom he had given it, and he said to a soldier-man.

In answer to the defendant, witness said no soldier on that date, or a date previous, purchased a similar belt from the shop, to her recollection.

At this stage the box from which witness took the belt sold to Mrs. Duggan was brought into court, and witness said the belts in it were the same in every way as the one produced, but she would not like to say the one produced was the one she sold to Mrs. Duggan; all she could say was it is very like it, and is morally certain that the belt produced is the belt she sold.

The coolie, Ho-a-tuck, recalled, stated at 6.15 p.m. he was sent by his mistress to take the parcel. The store was closed up by him before he went. The walk was one which would occupy 20 minutes, but the defendant kept him waiting. He was, therefore, ten minutes in the defendant's company. Defendant after signing the book and receiving the parcel went in the direction of Wanchi, along the Queen's Road. He has but little doubt that the belt produced was inside the parcel. Has no doubt of defendant being the man to whom he handed the parcel. Defendant is the man who took the parcel from him, and no other; is quite certain of him, because by the reflection of the lamps; he had a good look at him. Next morning, when the shop was opened, he showed the chit-book to his mistress.

Defendant was asked whether he had anything more to add to his defence, and he stated the last witness said on first giving evidence it was he who did up the parcel. On the previous witness stating she did it up, the present witness altered his statement, and said he only placed the string on it. He had experience of Orientals; they were always ready to go against Europeans, and for $5 would cut any European's throat.

Charles Christopher Cole, the lieutenant of defendant's company, produced defendant's conduct roll since 16th April, 1855, which was very good, and he bore two good conduct stripes, and was entitled to another on the 24th June. Since 1872 there was not even a drunk against him.

Mr. Mitchell told defendant that he wished to give him every opportunity to clear himself; there were two points he had the means of clearing up, namely, where he was at 5.40 p.m. on the 16th instant, and to produce the recruit from whom he alleged he bought the belt. He would to assist him allow him out on a very small bail to do so, so as to give him every facility of retaining his long standing character. He would remand the case till Tuesday next, and admit him to bail in £30.

A FREE LODGER.

The case in which Mr. F. W. von Stockhausen, manager of the Stag Hotel, charged an ex-house boy, named Tsit-ho-tsong, with being unlawfully on the premises on Saturday night last, came on again yesterday, and defendant producing no witnesses to clear himself, was called upon to find security in two housekeepers, $10, for one month.

THE OPIUM CASE.

The great opium case was again brought forward before the Hon. C. May, but no evidence being forthcoming, was again remanded, and the woman admitted to bail.

INQUEST.

An inquest was held yesterday at the Civil Hospital, before A. Lister, Esq., coroner, and a jury consisting of Messrs. D. Hardy, J. J. Turner, and G. Waghorn, upon the body of a respectably dressed Chinaman, picked up in the harbour on Tuesday. The Coroner stated that some letters had been found on the body, and it seemed deceased had recently arrived from Annam, and was in embarrassment—out of employment and out of money. It appeared he was rather a loose character, as the Opium Farmer was instructed by his uncle in Annam to give him a tael if he required it, but not more. His relations could do little more than identify the body.

Dr. Wharry, Superintendent of the Civil Hospital, stated that the body of deceased was brought in on Tuesday. It was that of an adult Chinaman, aged about 25. He had been dead less than twenty-four hours, and had been in the water. It was fairly nourished, and healthy so far as could be judged from external appearances. He appeared to be a man of some respectability of the shopman class—not a labouring man. There were no marks of violence on the body. There was an imperfect appearance of the eyelids, which had signs of having been recently inflamed. The general appearances were those of drowning. Made a post-mortem, found brain, lungs and whole of internal organs congested, but in a natural condition. There was water in the lungs, which he thought resulted from drowning. The imperfect condition of the eyelids might interfere with deceased's sight, which he imagined might be imperfect.

Chow-cheong-e, employed in the Tuk-lee comprador's shop in Scott Lane, as assistant accountant, had seen the body, and identified it as that of Man-tai-on, who went last year to Annam, and was employed in a draper's shop there, and returned on the 18th of 2nd moon last year, when he called on witness, who is a cousin of his. He remained with witness ten days, and then went to stay with Leong-shap, head District Watchman, who is a kinsman of his. On the night of Monday before last he slept at witness's house, and witness had not seen him since. He had no money and had no employment, and was looking for an engagement, but could not get one. Witness appealed to the opium farmer on his behalf, but unsuccessfully. Could not tell why deceased was found in the water. He lent him three jackets, as he was cold and insufficiently clad. He had received a letter from deceased's brother in Annam containing a draft for one tael. The letter was endorsed outside "Money letter." The tael was only to be given in case deceased obtained some employment. Seeing him so badly off, however, he gave him the tael, although he had obtained no employment. Does not know what was the matter with his eyes. They were all right when he last saw him. He was in good spirits when witness last saw him. The rough copy of a letter in Court was in deceased's handwriting.

Leong-shap, recently head district watchman of No. 2 district, first cousin to deceased, and had known him from a child. He was from his youth up fond of gambling and dissipation. Deceased stopped with him till the Monday before last, but he was obliged to send him away from the watchhouse. Understood he was going to the last witness's, but did not know whether he did so. Deceased was destitute. He had been gambling in the watchhouse.

The Coroner observed that he had better keep his watchhouse in a little better order.

The Inspector in charge stated that witness had been dismissed two or three days ago.

In reply to the Foreman of the Jury, witness said that deceased had asked him to get him employment.

First witness, recalled, said that several persons in his shop saw the deceased leave. He did so when witness was out, and those in the shop said he had left no message for him. He did not know any other of the deceased's friends.

Leong-a-pan, a nephew of deceased, and formerly cook to the District watchman, (second witness) was then declared, and stated that he met deceased on the 20th of second China moon in Sying-poon; but witness was very foggy when pressed as to the details of his knowledge of the affair.

Police Constable 118 testified to the finding of the body, about 500 yards from the shore opposite the Novelty Iron Works, outside the junks some 200 yards, and to having it brought to Hospital.

At this stage the enquiry was adjourned for further information.

SHANGHAI.

The property formerly known as "Kwang Leong," Lindsay & Co.'s old hong, lately occupied by the Borneo Company, has been sold at auction for Tls. 45,000.

Another meeting of the Temperance Society took place on the 19th instant.

The Taotai has applied to have honorary gold medals conferred upon Mr. Superintendent Penfold and Mr. Inspector Stripling, of the Municipal Police, for the services which have been rendered by them.

Baron Rhefuss, the Minister for North Germany, has arrived at Shanghai on his way home on sick leave. The *Courier*, referring to this fact, observes:—"We cannot but regard it as unfortunate, if not ominous, that the representatives of Russia, Germany and America should, for some reason or other, leave Peking at the very crisis of a question which they have severally agreed, along with the other Ministers, to defer to the present juncture for settlement, so that only three foreign Ministers are left to fight the battle. This is a fact that ought to be noted."

PEKIN.

(*Courier, April 18th.*)

By a letter just received from Pekin, we learn that "the Emperor, Empress, Dowagers, and concubines returned (? from the Imperial Tombs) on the 9th instant, and by the Emperor's express orders, the populace were allowed to remain in the streets when he passed through the City in the middle of the day. Barbarians have thus had an opportunity of looking upon the Sun, Moon, and constellations, and report favorably on their Astronomical observations.

SOBER COMICALITY.

(*Pall Mall Gazette.*)

The teetotallers are, it is said, about to start a comic paper, in which the chief subject of ridicule will be drunkenness. Apart from all moral considerations, it will be interesting, as a question of art, to see how the writers and artists will set about their task. There is a stage of drunkenness which is undoubtedly comic; and all sorts of droll stories are told about drunken or semi-drunken men. The French—who, when they are not being besieged, bombarded, or otherwise maltreated by victorious enemies, are a sober people enough—allow that it is excusable for a young man to get drunk once in his life—on drinking champagne for the first time. Afterwards the act (if not it be) of getting intoxicated is looked upon as an offence against society; and, though such offences are, no doubt, committed, they are not considered laughable but blameable, or at best pitiable. Accordingly, the French comic papers deal very rarely with drunkenness as a subject of mirth; and there are plenty of French farces in which not one of the characters is seen in a tipsy condition from beginning to end. Perhaps crossing the Channel upsets them; for in English farces, which are known to be for the most part taken from the French, a certain number of the characters are tolerably sure to get drunk; while in our numerous comic and soi-disant comic papers the gentleman returning from a dinner party is a figure constantly turning up. If the preceding observations be accepted as true, it follows, we think, that the most sober countries are not those in which drunkenness is most frequently viewed in its grotesque aspect. But it must be remembered that in the farces and the "capital stories" in which drunkards (or rather, let us say, persons temporarily and accidentally drunk) are the prominent personages, the laughter evoked is not entirely that of derision, but is, to some extent, of a sympathetic character. Take, for instance, the celebrated and familiar case of Mr. Pickwick in the pound, declaring his name, his "cold punch," and so on. The reader laughs, but not with a bitter laugh; and if he will analyze his feelings, he will possibly find that he is not altogether ungrateful to Mr. Pickwick for having given him an occasion for laughter. The teetotal humourist may say that the butt for his jokes will not be the exceptionally intoxicated man, but the habitual drunkard. He, however, is not a comic, but a tragic character, causing "pity" to men and "terror" to women. On the whole, we are of opinion that the teetotallers had better reserve whatever fun is in them for other subjects than drunkenness. Otherwise they will either make no one laugh, and their "comic paper" will fail, or they will do their own cause the bad turn of rendering drunkenness amusing—which, properly considered, it is not.

The Royal Humane Society's medal and silver watch has been presented to a Nottingham boatman named John Buxton, for having been successful in saving 20 people from drowning.

TATTERSALL AND MATHEWS.—Charles Mathews, the elder, once indulged in his well-known taste for mimicry at the expense of Mr. Tattersall, during a sale of blood stock conducted by the latter. "The first lot, gentlemen," said Mr. Tattersall, "is a bay filly by Smolensko, &c.—"The first lot, gentlemen," echoed Mr. Mathews, in the same tone of voice, "is a bay filly by Smolensko."—The auctioneer looked somewhat annoyed, but proceeded: "What shall we say to begin with?"—"What shall we say to begin with?" replied the echo.—Still endeavouring to conceal his vexation, Mr. Tattersall inquiringly called out, "One hundred guineas?"—"One hundred guineas," echoed Mathews.—"Thank you, sir," cried Mr. Tattersall, bringing down the hammer with a bang, "the filly is yours!"—Mathews was considerably taken aback by his sudden acquisition of "blood stock," and the company enjoyed the joke immensely.

UNSEAWORTHY SHIPS.

Subjoined are the leading speeches during the recent debate in the House of Commons on the 4th March, on the above matter:—

The order having been called for Mr. Plimsoll's motion in reference to the mercantile marine.

Sir J. Pakington rose, and said he had been requested to present two petitions—one signed by underwriters of London, and the other by 210 members of Lloyd's—both praying for a commission of inquiry into the condition of the mercantile marine.

Mr. Plimsoll then submitted his motion, which was, "That an humble address be presented to Her Majesty, praying that she will be pleased to issue a Royal Commission to inquire into the condition of, and certain practices connected with, the commercial marine of the United Kingdom." He said he rose to lay before the House of Commons the case of a class of our fellow subjects who, in his opinion, had been too long neglected. If he were as competent to speak on their behalf as he was to feel for them, he should make a speech worthy of that assembly. But he had no claim to that ability, and he must throw himself on the indulgence of the House, and forget himself in thinking of the people in whose interests he was addressing them. In making his statement, he would endeavour to say nothing of which he could not bring forward adequate proof; and, at the outset, he wished to guard himself against being understood to apply his remarks to the whole body of shipowners and shipbuilders. Nothing was further from his purpose. He believed the practices which he should describe were characteristic of only a part—and a small part—of that body. Considering the amount of knowledge which was possessed on the subject, not only by the House, but by the public, it would not be necessary for him to do more than make a general statement of his case; and first of all he would have to refer to the law on this matter, or rather the absence of law. There was no law whatever to prevent him making a vessel of any dimensions and of any materials he pleased. He might build a wooden ship of wood that was in every way unsuitable for the purpose, or he might build a vessel of so-called steel plates little better than cast metal, and which any strong man might knock in pieces with a hammer; he might build a vessel and then make such alterations on it as really to be building one ship on the top of another, and in such a way as to cause her to go to the bottom in the first gale of wind; he might out a vessel in two, or add to her length, as he chose, even although he were assured that she would not stand rough weather as he proposed to make her; he might keep ships at sea till they were twenty, forty, sixty, eighty, or a hundred years old, and might send them to sea in what condition he chose, even though it were inconsistent with safety; he might overload his ships, so as to bring them within twelve, eleven, or even nine inches of the water, and send them in that condition to sea. He might also—supposing he had built light and general cargo ships—be tempted by the high prices for heavy freights, and send these vessels across the Atlantic to be loaded with grain in bulk, which was the very worst cargo of all with which to be over-weighted. He might over-task his engines to any extent; and he might also underman his ships, so that he might send home from a foreign port a vessel of over 2,000 tons burden with only eight deck hands, five of whom, being Lascars, might be unable to understand the orders given them. He might do any or all of these things, and the law could not touch him. The state of the law, therefore, alone would justify the appointment of the commission he asked for. They had unfortunately, however, much stronger proof of the necessity for an inquiry in the reports that were made by the Board of Trade and the Lifeboat Association in regard to the bad condition of vessels that were wrecked. He had within the last few days received a great number of letters from persons connected with the shipbuilding trade, in which he was thanked for bringing forward his motion and assured that his inquiry was required. The extent to which the evil had grown was proved by the returns of the Board of Trade, which showed that the loss of life at sea had been, in 1868, 2,481; in 1869, 2,821; in 1870, 3,411; and in 1871, 2,206. This year it seemed that there had been already nearly 2,000 lives lost. (Hear, hear.) He asked them to consider the character of the class of whose lives we were so careless, and said that for his own part he had had no idea of the number of gallant actions they were every day doing till he read the reports of the Board of Trade, and saw the frequency with which the services of British sailors were recognised even by foreign Governments. He gave it as his opinion that four-fifths of the lives that were lost might have been saved but for carelessness, and reminded the House that, in addition to those who were drowned, there were others who endured the dreadful suffering of being tossed about on rafts at sea, without anything to eat or drink, and there were likewise the unfortunate relatives of the sailors. In one letter he had received the writer, who was a woman, strongly condemned the English law for permitting sailors to go to sea in rotten vessels, the consequence being that numbers of brave, strong men found watery graves, whilst all that was left for their widows and children was a little sympathy, except in such cases as the loss of the *Captain* and the *Northfleet*, when help was given as well as sympathy. To remedy the existing state of things, the first step should be the granting of a royal commission, and the Government, in appointing that commission, should take care that the gentlemen appointed upon it were first-class men, and sufficiently numerous, so that the East Coast and Scotland, and the West Coast and Ireland, could be taken at the same time. The House should not remain idle whilst the commission was at work, but every member should make known those evils which came under his own observation. Amongst the subjects for inquiry were the following: Bad stowing, deck-loading, bad construction, over-insurance, over-loading, want of repair, rate of speed, deficient machinery, arrangements for the safety of ships in foggy weather, and a proper code of signals. In these and other matters the commission would be greatly assisted by the preparation of returns at the office of the Board of Trade, for there was a vast quantity of information to be obtained in that quarter. He would take the wreck register for the last ten years, and make a thorough digest of it, classifying not only the losses and casualties, but the ports, cargoes, tonnage, engine-power, number of hands in each vessel, and owners. It would not take men of any very great ability to make out these returns, and he did not see what difficulty there could be in supplying them. He would, at an early date, move that they be laid upon the table of the House. Why should there not be as much interest taken in the investigation of the question of losses at sea, where these losses were so great, as there was in the Registrar-General's returns? (Hear, hear.) The House, he supposed, would grant a commission, which would sit and make its report, and this would be followed by legislation. The result, he trusted, would be to render the sailor's life as safe as that of his fellow-labourer ashore.

Sir J. Pakington, in supporting the motion, stated that in 1870 he had brought in a similar one before the House, but, owing to the indisposition of the then President of the Board of Trade (Mr. John Bright), he was deprived of the assistance of that department. He (Sir John) trusted that Her Majesty's Government would accede to the proposal for an inquiry—(hear, hear)—and that in any way which would make it most effective, for the national character was involved in the matter. He would refrain from making personal charges, as he considered the question was far above such. His object was to raise one of the most important questions which, in his humble judgment, could excite the interest of the House, and to put a stop to evils which were far more important than the transgressions of the rules of society in the matter. He had another object in view in addressing the House, and that was, as a member of the House and as one of the public, to tender his thanks to the hon. member for Derby (Mr. Plimsoll) for having taken the question up as he had done. The hon. gentleman had introduced the matter in a manner which must excite the gratitude of every reflecting and right-minded man. (Cheers.) He had published a book which they had all admired, and by this and other means he had excited the interest and the sympathy of a large portion of the public of this country. He (Sir John) very much doubted whether hon. members or the public generally had any idea of the immense extent of these losses at sea. According to "Lloyd's List," in 1871 there were no less than 16,000 wrecks and casualties, and 2,040 lives lost. In 1872 the number of lives lost for the number of wrecks was heavier, but this was owing to the fact that the weather was unusually severe. In that year there were 2,652 ships lost, of which 1,310 were British. The number of vessels which foundered was 637, whilst the number of missing was 105. Of steamships 244—all over 100 tons burden—were lost, and of these 142 were British, and the number of those which foundered or were abandoned at sea was 104. This year, from the 1st of January up to the present time, no less than 50 vessels, many of them fine steamers, were missing, and that was to say that in all human probability they had gone to the bottom with their crews. Was it not, then, the duty of Parliament to inquire into the prominent causes of this terrible loss of property and life? The most prominent cause, and that to which they would have to pay most attention, was no doubt the habit of overloading the ships. (Hear, hear.) The right hon. baronet gave conclusive and convincing proofs of the necessity for a searching inquiry being made. One fertile cause of evil, he said, was the faulty, bad construction of vessels in the first instance, and another was the overloading of ships with timber. In fact, many timber ships were laden to such an extent as to be inconsistent with their proper navigation, should bad weather be met with on the voyage. The hon. member for Hull did not by his amendment shun inquiry; but he asked that the committee might have the authority of witnesses on oath, and to this of course every aid ought to be given. All that he (Sir John Pakington) asked for was that there should be a searching, *bonâ fide* inquiry, not only for the sake of our merchant marine, but for the unfortunate men who were too often sent away in unseaworthy ships. He felt convinced the Government could not refuse the committee, especially after a feeling had been aroused in the country by the remarkable book of the hon. member for Derby, and he sincerely hoped that greater regard would be paid henceforth to the lives of our seafaring men. (Cheers.)

Mr. C. Fortescue said it was the intention of the Government to accede to the motion of the hon. member for Derby. He would not be able to agree to the exact words of the motion, but the intention of the Government were in all substantial respects the same as those of the hon. member. He wished to say that in common with the mover and seconder he most earnestly desired that the measures about to be taken might largely diminish those disasters to life and property which had been brought under the notice of the House and the public by the hon. member for Derby. He felt bound, however, to say in the interest of truth, the credit of the mercantile marine of this country, and the cause of national legislation, that some of the statements of the hon. member were greatly exaggerated, and led to a false estimate of the amount of criminality existing in the mercantile marine, and of the amount of good which any legislation could possibly effect. The hon. member for Derby began his remarkable volume by saying that he was not capable of writing a book. He begged to say, in all sincerity, that he differed from him in that respect, as the hon. member was very capable of writing a book, and had written a remarkable and interesting book in most simple, idiomatic, and racy English. But, with respect to the hon. member's statistics, he was not prepared to be so encomiastic. At the same time, he was bound to admit that there was a large foundation for the statements made in his book and the official records from which the most trustworthy parts of the book had been derived—statements which justified the book, the motion before the House, and the inquiry about to take place. One of the most remarkable statements of the hon. member was, that a very large proportion of wrecks at sea arose from causes easily prevented—the causes being chiefly overloading and unseaworthiness. He could not admit that so large a proportion as one-half or two-thirds, or, as the hon. member put it to-night, four-fifths, was due to the criminality of the mercantile marine or was preventible by legislation. The hon. member thought that one thousand lives might be saved by legislation before the end of 1873, but he was informed upon the best authority that the number of British sailors who lost their lives by drowning in 1871 amounted to 1,500, and he only wished he could be so sanguine, as to suppose that by any legislation they could have saved one thousand of those lives. The hon. member said that one-half of the wrecks on the shore and coast occurred in the case of colliers or coasting vessels, and assumed that all those were owing to unseaworthiness, and could be prevented by the action of Parliament. Of those casualties in 1871, the number of which was 328, there were only 135 cases attended with loss of life. During the last ten years the total number of casualties amounted to 13,324, but those due to unseaworthiness or insufficiency of gear were only 1,379. The hon. member was not satisfied with the returns of the Board of Trade, and complained that the inquiries of the Board were too limited, and confined to passenger ships. But what were the facts? There were 132 public inquiries instituted by the Board in 1871, and only sixteen of those related to passenger ships. The hon. member treated with great contempt recent legislation with a view to the safety of life and property at sea, and complained that sailors were sent to gaol again and again for refusing to go to sea. There was great difficulty on the part of the sailor in proving a lawful cause for not going to sea; but the Act which he carried the year before last gave the sailor the right to demand a Government survey of the ships. [An Hon. Member: At whose expense?] If the sailor were right in his allegation, the expense would fall on the owner; but if wrong the expense would be deducted from the sailor's wages. (Laughter.) The hon. member said that a great deal of fraud arose from the re-naming of ships; but under the Act to which he had referred this could not be done without the consent of the Board of Trade, after a full investigation into each case. His attention had recently been directed to a case of this kind mentioned in a paragraph in an Irish newspaper, which stated that there must have been some waggish individual at the Board of Trade, who had allowed a vessel that rejoiced in the name of the "Devil" to be changed to "Printer's Boy." (Laughter.) He found that such an application had been made; but it was only when it was found the vessel was of an unimpeachable character that it was allowed to change its name of Devil to Printer's Boy. (Laughter.) He believed that the deck-loading of vessels carrying wood from America could only be stopped by restrictions imposed on the other side of the Atlantic, and he had asked Lord Granville to address the United States, and Lord Kimberley to communicate with the Canadian authorities, to see what could be done. The hon. member for Derby had spoken as if the British sailor were the most neglected being in the British kingdom; but he (Mr. Fortescue) maintained that the sailor had been the constant object of the care and thought of Parliament. He mentioned the principal bills that had been passed in recent years to benefit their position, and pointed out the improvement that had taken place in regard to their treatment. He recognised the importance of the proposals for the better prevention of the loss of life, proposed by the hon. member for Derby; but, at the same time, he must say there were considerable difficulties in the way of carrying them out. He took exception, however, to the terms of the motion, and thought it would be better to make the commission a

PROGRESS OF EGYPT.

(From an Occasional Correspondent of the "Times").

CAIRO, Feb. 14th.

Egypt has made rapid progress since the winter of 1870-1871. The great harbour works at Alexandria, which had then just been commenced, have already converted its exposed roadstead into a safe and capacious port. These works consist chiefly of an extensive breakwater, which encloses a large area of deep water, and is composed, like that at Port Said, of huge blocks of artificial stone. The storm of Christmas-day, unexampled in Egypt, was watched with anxiety from the quays of Alexandria; but not a block of the new work was displaced, nor a vessel damaged.

In Cairo the new town at and about the Esbekieh is rapidly taking shape. The ornamental gardens in the centre of the square are completed; they have sheets of water with wild fowl and extensive lawns as green, through irrigation, though not so smooth and carpet-like, as in England, with winding walks, and bordered by plantations of the rich and varied vegetation which this climate healthily develops. At sunset the gardens are lit by gas-lights in coloured glass globes, simulating expanded flowers, and supported on models of tall exotic stems. A military band plays every evening, and the variety of nations, complexions, and costumes contribute to the interest of this Oriental picture. Handsome villa residences, surrounded by their gardens, stretch away from the great square towards the river, and others are rapidly rising on sites previously arranged according to well-devised plans. The ways leading to them will be avennes of acacia and wild fig trees, such as make the Shoubra road, the present fashionable drive of Cairo, so agreeable.

The site allotted to the German Chapel is already occupied by its neat edifice, and the Anglican Church will soon be commenced on the ground that has been assigned to it. The more bigoted Moslems are further shocked by the erection of the equestrian statues of Mehemet Ali and Ibrahim Pasha, the first that Cairo has seen since the promulgation of the Koran forbidding the graven image of the human form.

All the new quarter of Cairo is well supplied with gas and water, and the roads are assuming a smooth macadamized surface by the constant action of oxen drawing heavy rollers over the materials of which they are composed. The quarrying of the fine white limestone of the Arabian cliffs is extensively going on, and numerous tramways discharge their blocks in close proximity to the building ground. The bazaars and narrow half-covered streets of the old town, dear to all lovers of Arabian romance, not needing strong exercise of the "make believe" to be bearable to English senses, come out in their Orientalism more strongly by contrast with the modern environment of Shepheard's and the New Hotel. But all Cairo has recently been realizing our juvenile ideas of Bagdad at the prime of Haroun el Raschid by the gay adornments of the present season. A fortnight ago scarlet banners were everywhere floating from lofty poles, recalling those that were probably fixed for a like purpose in the vertical grooves of the walls flanking the gateways of the ancient temples. Lower trophies of fan-like groups of brilliant-coloured flags surrounded shields with the initials of the hereditary Prince, whose wedding, and that of a late Oxford Undergraduate, Prince Hassan, as well as those of another Vice-Royal brother and of a Princess sister, monopolized the speculations and gossip of the city. Salutes of cannon at unexpected times gave thundering notice of some phase of the complex ceremonies. Military music and quaint processions, in which the bridal gifts were displayed to view, attracted the crowds by day; night was made festive by illuminations and fireworks, nowhere seen to more advantage than under the black blue dome of this moonless period of the sky. Balls by the Khedive at his palace of Ghezireh, with its illuminated gardens, receptions with varied amusements at the palace of the "Walideh Basha" (Mother of the Khedive), attracted from Alexandria and more distant places all those who had any claim, hope, or chance of invitations; and strange stories might be told of the difficulties of landlords and visitors before all comers were provided for.

The travellers for whom ancient Egypt, as well as modern, has its attractions feel grateful to the Khedive for the facilities he has given to explorers of the Pyramids. Instead of the long donkey ride, with the tumbling of the poor brutes into and out of the passage boat, strangers can now drive over a noble bridge crossing the Nile, and leading to a road, of which great part is already, shaded, and the whole will be one avenue in a few years.

To the strange strings of beasts of burden, and their picturesquely, if scantily, attired drivers, bringing vegetables, sugar-cane, fruits and fodder, into the city, of which processions the dromedaries, half hidden by their bright green or other coloured loads, are most attractive to the European, was added the other day that of a flock of ostriches, subjects of the active and intelligent acclimatizer and horticulturist, M. Barillet, "Directeur Général des Promenades et Plantations de l'Egypte," to whom the Cairenes owe the tasteful disposition of their public promenades and avenues, and to whom Egypt is likely to be indebted for such exotic forms of useful or beautiful trees, shrubs, flowers, and herbs, as are fitted to flourish in its soil and beneath its sky. The national botanical establishment under this gentleman forms likewise a school of culture of both fields and gardens, and the farmers and fellahs are instructed and encouraged in the improvement of the varieties of their vegetables, as well as of their live stock.

The quality of the Egyptian cotton already rules high at home, and, with greater care and experience in the treatment of the crop, will command a still higher value. The crop of the present year has been large and good, and Egypt may be more and more reckoned upon as one of the suppliers of the raw material for our great Lancashire industry which is not likely to fail us.

The cultivation of the sugar-cane and the manufacture of sugar have recently been established on a large scale from the Delta to near the First Cataract. Already nearly 20 refining mills have been constructed, and afford profitable employment to great numbers, including experts of different European nations. It is characteristic of the present Viceroy that he has appointed a Commission, who are at present engaged in their labours in Egypt, to examine the sugar manufactories and their various works and processes, with a view to the economy and perfection of their operations. This Commission consists of Mr. Fowler, the Consulting Engineer to the Government of his Highness; Mr. J. F. Bramwell, to whom our own agriculture owes so much for his judgments and awards in competitive shows of implements and machines; and Dr. Letheby, whose functions will be more specially directed to the chymical conditions of the processes.

Last year's rise of the Nile was liberal, and Egypt is glad. As a consequence of the large amount of productions the traffic on the railways increases in a rapid ratio. The Suez Canal continues to convey a large proportion of the through traffic to India and Australia; nevertheless, the overland passenger traffic grows rather than diminishes; and had the railway from Alexandria to Suez been so planned as to have a station at the capital, the passengers, with few, if any, exceptions, would gladly have availed themselves of the opportunity of seeing Cairo.

For those who are able to give more time to this place, and whose tastes and culture lead them to use the opportunity, the Museum of Egyptian Antiquities, developed by Mariette Bey under the auspices of the Viceroy, cannot fail to impart much new and interesting information, more especially in relation to the period of usurpation by the Syro-Arneans, B.C. 2214, and to that of the native dynasties who preceded them. The life-size statue in the beautiful, but intractable, material, called "Diorite," exceeding granite in hardness and polish, of Cephren, founder of the Second Pyramid, is a work of art which in every relation, with reference both to its sculpture and to its date, and the history of mankind, excites wonder and admiration; and your present correspondent may not be alone in thinking that this statue is of itself worth a visit to Egypt. It had adorned the sepulchral temple contiguous to the Pyramid, and had been cast by some conqueror of another race into the well affording the water for the purifying ceremonies. Mariette Bey was rewarded for his persevering researches in clearing out the land which had buried the Temple (not resting till he had got to the bottom of the well), by the discovery there of his treasure. His feelings may be conceived when it was safely extracted, and when he read the name of the Pharaoh in the *cartouche*, including the broad and simple hieroglyphics of that ancient period. The fall of the statue had damaged a limb, but left the head and features unmutilated—a singular escape from probably one of the outrages which Manetho curses the memory of the Hyckses.

Invasions, wars, and rumours of war continue as of old. The last tidings of Sir Samuel Baker left him in the land of a chief of tribes who dwell or squat near the great lakes. It appears that he had, after much difficulty, succeeded in reaching, at the head of some 200 men, the district of this chief, with whom, up to that time, the Egyptian Government had been in friendly relations, and who had fostered the exchange traffic and commerce with Egypt. After advancing about 18 miles, Baker had a desperate conflict with the natives, and was compelled to retreat with the loss of 170 of his men. After burning his tents and baggage to prevent their falling into the hands of the enemy and making the most desperate efforts, he succeeded in intrenching himself in a small building which might serve as a fort. His Highness the Khedive is naturally much concerned at the untoward and unsuccessful position of an expedition which has been very costly to his country, and which appears to have deprived his Government of a friendly ally. The great loss of life to the subjects of this chief in their conflicts with Baker Pasha and his well-armed Egyptian troops will make it extremely difficult to resume friendly relations. The difficult position in which Sir Samuel is now placed may be conceived from the fact that the Egyptian Government is unable to send the succour which he needs by the route his troops have traversed—*i.e.*, from the north. Accordingly, the expedition organized for that purpose has started for Suez, there to embark for Zanzibar, with orders to endeavour to reach and extricate Sir Samuel from the south. The strategical principle of keeping open communications with his base of operations appears to have been impracticable in execution, or, at all events, has been defeated by the hostile tribes. Indeed, the primary or professed aim of the expedition—that of putting down the Slave trade—has merged into a determination to traverse by force the ground which Sir Samuel and Lady Baker had previously, with the skill and hazards their interesting Travels describe, succeeded in passing through. No doubt vengeance has been inflicted, at whatever cost, upon the provoking enemies of geographical exploration; but it may be questioned whether the way of violence be the most effectual one, even to that end. In relation to the question which more especially enlists the sympathies of Englishmen, it may also be submitted that to put down the Slave trade by slaying the slave-stealers can, at the best, but temporarily check the traffic. An armed force marched into pestilential wastes, where the stronger savages prey upon the weaker, can do no more, if ever so successful, than make a solitude, and such form of peace will be maintained only so long as the exterminating force can hold its own. Wildernesses are not to be reclaimed any more than their inhabitants in a day. The work must be progressive, and will prove more sure if it bestows benefits instead of inflicting injuries, if in place of taking life it gives the means of living.

The fertile tracts of those parts of the Soudan, of which Khartoum is the capital, offer great inducements to agricultural pursuits among their natives, and these habits have been encouraged by the liberal and gratuitous distribution of cotton and other seeds on the part of the Egyptian Government. But the transport of the produce is tedious and costly; the Cataracts of the Nile interposing obstacles to continuous use of the river. All merchandise, for example, from Kordofan and Darfur is brought by camels across the desert to a part of the Nile, where it can be boated only as far as the Third Cataract. Here it is disembarked, again loaded on camels and carried to below the Second Cataract; then, after reshipments, comes the obstruction of the First Cataract. In brief, the transport of goods and produce from Kordofan to Cairo involes five changes and 600 miles of land-carriage; from Khartoum to Cairo, five changes and 250 miles of camel transport. Now this merchandise includes, besides grain, cotton, sugar, and dates, such choicer vegetable products as gums, aromatic woods, ebony, senna; also potash, skins, gold, ivory, and ostrich plumes. The return merchandise includes cotton goods, cutlery, tools, machinery, coffee, earthenware, beads, &c. Every additional facility afforded to the black population in transporting their produce means encouragement to its production and discouragement of lawlessness and violence. Nubia, Meroé, Kordofan, and Darfur, so reclaimed, or confirmed in habits of industry, are peaceful conquests affording the surest basis for their extension southward. The plan to this end, upon which the present Consulting Engineer of the Egyptian Government has reported, in compliance with the request of the Khedive, includes a removal of the obstruction of the First Cataract by a "ship-incline" and a "railway from below the Second Cataract to Shendy above the Sixth Cataract, a point to which merchandise would converge with least cost and trouble from all parts of the Soudan. It is understood that the Egyptian Government have sanctioned Mr. John Fowler's plans, and instructed him to carry them out. It has also been decided to send an expedition of engineers, under Mr. Fowler's direction, with proper appliances, to open up the navigation of the White Nile between Khartoum and Gondokoro, where, at high Nile even, navigation is now obstructed by the rapid growth of aquatic vegetation.

COMMERCIAL INTELLIGENCE.

APRIL 23RD, EVENING.

A better amount of business has been done in New Bengal drug. At the opening of the market New Patna changed hands at $580 cash, and $583½ on credit, from small holders, the chief holders realising it at higher prices. Closing rates:—$585 to $590, with an upward tendency; New Benares, $535 to $537½; Old Patna, $645 to $650; Old Benares, $565 to $570, little doing. Sales of inferior Malwa at $600 on credit, with 3 to 3½ catties allowance; first quality is held for $590 to $595, cash.

SHARES.

Hongkong and Shanghai Bank Shares.—58 58½ per cent. premium.

Union Insurance Society of Canton, new shares —$900 per share premium.

China Traders' Insurance Company's Shares—$950 per share premium.

China and Japan Marine Insurance—Tls. 110 per share.

Chinese Insurance Company.—$20 to 25 per share premium.

Hongkong Fire Insurance Company's Shares—$325 per share premium.

China Fire Insurance Company's Shares—$131 per share.

Victoria Fire Insurance Company's Shares—$114 per share.

Hongkong and Whampoa Dock Company's Shares—7 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—38 per cent. premium.

Shanghai Steam Navigation Company—Tls. 110 per share premium.

Hongkong Gas Company's Shares—$65 per share.

Hongkong Hotel Company's Shares—48 per cent. discount.

Hongkong Distillery Company—25 per cent. discount.

Indo-Chinese Sugar Company—70 per cent. discount.

Hongkong Pier and Godown Company.—50 per cent. discount.

EXCHANGE.

ON LONDON.—

Bank Bills, on demand	4/4½
Bank Bills, at 3 months' sight	4/4½
Bank Bills, at 6 months' sight	4/5½ to 4/5¾
Credits, at 6 months' sight	4/5½ to 4/5¾
Documentary Bills, at 6 months' sight	4/5¼ to 4/5½

SALES ON APRIL 23RD, 1873.

As reported by Chinese.

Pearl Barley, 5 cases, at $6.20, by Mee-chong to travelling trader.

Potatoe Flour, 50 picals, at $1.90, by Sze-hop-chun to travelling trader.

China Root, 150 picals, at $2.85, by Sze-hop-chun to travelling trader.

White Sugar, 800 bags, at $5.90, by Sze-hop-chun to local trader.

Cotton, 50 bales, at $7.60, by Sze-hop-chun to travelling trader.

Seaweed, 100 picals, at $8.30, by Tsun-chong to travelling trader.

Vermicelli, 30 bags, at $7.05, by Chun-chong to travelling trader.

Almonds, 10 bags, at $21.20, by Chun-chong to travelling trader.

White Wax, 3 pieces, at $58.80, by Hing-tye to travelling trader.

Gum Olibanum, 5 cases, at $6.20, by Mee-chong to travelling trader.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON *via* SUEZ CANAL	Hector (str.)			Butterfield & Swire	On or about 29th inst.
SAN FRANCISCO	Sea Mew		Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Sumatra	Mullin	Hongkong	Russell & Co.	Quick dispatch.
Do.	Ferdinand Brumm		Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Cyphrenes (str.)	Saml. Stephen	Hongkong	Jardine, Matheson & Co.	On or about 5th prox.
PORTLAND (OREGON)	Forward	Whyte	Hongkong	Rozario & Co.	Quick dispatch.
SAIGON	Cheops (str.)	Dowdy	Hongkong	Ah Ton	On the 26th inst., at 2 P.M.
MANILA	Maria y Vicenta	Sta. Coloma	Hongkong	Remedios & Co.	Quick dispatch.
Do.	Mariveles (str.)	Zavala	Hongkong	Remedios & Co.	To-morrow, at 2 P.M.
YOKOHAMA	Sunda (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
Do.	Menzaleh (str.)		Hongkong	Messageries Maritimes	Quick dispatch.
SHANGHAI AND HANKOW	Venetia (str.)			P. & O. S. N. Co.	Quick dispatch.
SHANGHAI	Ava (str.)			Messageries Maritimes	Quick dispatch.
SWATOW, AMOY & FOOCHOW	Kwang-Tung (str.)	Pitman	Hongkong	Douglas Lapraik & Co.	To-day, at noon.

For Sale.

THOMPSON & HIND

BEG to call attention to their extensive ASSORTMENT of "NEW GOODS," just received ex French Mail, consisting of—

A well-selected Stock of White and Colored Ground Printed

CAMBRICS and PICQUES,

suitable for Ladies' Morning Costumes and Wrappers.

WHITE CAMBRICS, JACONETS, MUSLINETS, and BRILLIANTES.

LAWNS, GRASS-CLOTHS, and HOLLANDS.

ALSO,

A Choice Lot of YAAK, CLUNY, MALTESE, VALENCIENNES, and other LACES.

LACE, MUSLIN, and LENO CURTAINS, MOSQUITO NETS, ANTIMACASSARS, SHORT BLINDS, and TOILET MUSLINS.

FANCY GRENADINES, MUSLINS, and LUSTRES, for Morning and Evening Wear.

ALPACAS, MOHAIRS, and other MATERIALS in the newest tints.

CHILDREN'S UNDERCLOTHING, MUSLIN and LACE SETS, TIES, BOWS, COLLARETTES, LACE HANDKERCHIEFS, SUNSHADES, and PARASOLS.

A Selection of

ELEGANT SPANISH COMBS and MILLINERY, in the Latest Novelties.

LADIES' and CHILDREN'S BOOTS and SHOES.

33, *QUEEN'S ROAD CENTRAL.*

440 Hongkong, 18th March, 1873.

NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1872. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 1st February, 1873.

FOR SALE.

FINE Dessert CLARET.
Superior Pale Dry SHERRY.
Fine OLD PORT.
Apply to
SANDER & Co.
tf 999 Hongkong, 29th May, 1872.

BREAKFAST CLARET, FOR FAMILY OR MESS USE.

125 BOTTLES OF VERY GOOD BREAKFAST CLARET,
(Red Seal,)
Selected by the undersigned, may be had for $24.
G. DUBOST & Co.
6m 436 Hongkong, 18th March, 1873.

SUPERIOR WINES AND BRANDY FOR SALE.

A MONTILLADO MEDOC, ST. JULIEN, 1st Class CLARET, CHATEAUX YQUEM; CHAMPAGNE, (G. H. Mumm & Co.,) quarts and pints; SPARKLING MOSELLE (P. A. Mumm's,) quarts and pints; Hennessy's *, V. O. and V. F. O. P. BRANDIES, Choice Old PORT, and Old Jamaica RUM.
Apply to
R. W. LOWNDES,
No. 7, Queen's Road.
1m 532 Hongkong, 5th April, 1873.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
CANVAS.
ARNHOLD, KARBERG & Co.
tf 1180 Hongkong, 11th May, 1867.

FOR SALE.

CHAMPAGNE VEUVE CLICQUOT-PONSARDIN REIMS,
in Cases of 1 doz. Quarts, and, 2 doz. Pints.
SANDER & Co.,
Sole Agents for China, Japan and Manila.
tf 2151 Hongkong, 15th December, 1871.

NOW READY.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin, to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterised Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England, and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
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SAYLE & CO.

HAVE just opened an ASSORTMENT of GOODS, comprising the following, which are all of the LATEST EUROPEAN STYLES:—

LADIES' COSTUMES.
SILK JACKETS.
MUSLIN OVERSKIRTS.
PRINTED CAMBRIC WRAPPERS for Morning wear.
TRIMMED and UNTRIMMED HATS.
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PLAIN, FIGURED and STRIPED JAPANESE CLOTHS, in all the New Shades.
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VALENCIENNES, DUCHESSE, and MALTESE REAL LACE COLLARETTES.
MUSLIN SLEEVES.
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LACE HANDKERCHIEFS.
LADIES' and CHILDREN'S UNDERCLOTHING and BABY LINEN, of all kinds.
HAIR BRUSHES and COMBS,
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KID GLOVES.
&c., &c., &c.

VICTORIA EXCHANGE,
QUEEN'S ROAD & STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

For Gentlemen's Advertisement see To-morrow's Issue.

339 Hongkong, 7th March, 1873.

TO LET,

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For particulars, apply to
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tf 341 Hongkong, 1st March, 1873.

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PRICE: In Paper Wrappers, ...$1.50
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ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

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THE Undersigned begs to inform the Residents of this Colony, that he is ready to give LESSONS in ENGLISH and FRENCH, and solicits their kind patronage. Terms moderate.
Apply to J. M. HANLON, *No. 12, Aberdeen Street, Hongkong.*
6m 216 Hongkong, 5th February, 1873.

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THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.
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tf 241. Hongkong, 22nd January, 1870.

NOTICE.

ROYAL INSURANCE COMPANY.

FROM and after this date, a Discount of 20 per cent. on the current rates of Premia will be allowed to all contributors.
ROBERT S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1162 Hongkong, 24th June, 1872.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

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POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15%; for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 9th July, 1872.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings' Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.
The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $50,000 on any one First Class Risk.
GIBB, LIVINGSTON & Co.
Hongkong, 1st January, 1867.

Vessels on the Berth.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship
"KWANG-TUNG,"
Captain Pitman, will leave for the above ports TO-DAY, the 24th inst., at noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
4d 613 Hongkong, 21st April, 1873.

FOR MANILA.

THE Spanish Steamer
"MARIVELES,"
Captain Zavala, will be despatched for the above port TO-MORROW, the 25th instant, at 2 P.M.
For Freight or Passage, apply to
REMEDIOS & Co.
620 Hongkong, 23rd April, 1873.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship
"MENZALEH,"
Captain Mourrut, will be dispatched for YOKOHAMA,
shortly after the arrival of the next French Mail.
C. BERTRAND,
Principal Agent.
621 Hongkong, 23rd April, 1873.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship
"AVA,"
Captain Rousseau, will be despatched for SHANGHAI,
shortly after her arrival from Europe.
C. BERTRAND,
Principal Agent.
622 Hongkong, 23rd April, 1873.

STEAM TO SHANGHAI AND HANKOW.

THE P. & O. S. N. Co.'s steamship
"VENETIA"
will leave for the above places about 24 hours after the arrival of the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 22nd April, 1873. [615

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship
"SUNDA"
will leave for the above place shortly after the arrival of the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 22nd April, 1873. [616

OCEAN STEAMSHIP COMPANY.

FOR LONDON *via* SUEZ CANAL.

THE Company's Steamship
—"HECTOR"
will be despatched on or about the 29th instant. Insurance risks accepted on behalf of the Company as under:—
On Tea 32/6 % all risks, 23/. % F.P.A.
" Silk 19/. % do. do.
Cargo taken at through rates for New York and Mediterranean Ports. Apply to
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123 604 Hongkong, 18th April, 1873.

FOR MANILA.

THE Spanish Barque
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Captain Sta. Coloma, will have quick despatch to the above port.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 548 Hongkong, 8th April, 1873.

FOR SAN FRANCISCO.

THE American Ship
"SUMATRA,"
Mullin, Master, will have immediate despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 507 Hongkong, 1st April, 1873.

FOR SAN FRANCISCO.

THE *A* 1 British Barque
"SEA MEW,"
465 Tons Register, will load here for the above port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 430 Hongkong, 15th March, 1873.

FOR PORTLAND (OREGON.)

THE well-known *A* 1 British Clipper Barque
"FORWARD,"
Wm. Whyte, Master, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above port.
For Freight and Passage, apply to
ROZARIO & Co.
tf 409 Hongkong, 12th March, 1873.

FOR SAN FRANCISCO.

THE *A* 1 German Barque
"FERDINAND BRUMM,"
754 Tons Register, will load here for the above port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 322 Hongkong, 3rd April, 1873.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL.
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

LE soussigné informe Messieurs les Capitaines de navires de Commerce Français qu'il leur est strictement interdit d'embarques des matelots étrangers provenant de Boarding Houses autres que celles affichées à la Chancellerie de ce Consulat.
Le Gérant du Consulat de France,
CH. L. DE LA FOREST.
1886 Hongkong, 24th October, 1872.

AFONG,
PHOTOGRAPHER,
BY APPOINTMENT TO
H. E. SIR ARTHUR KENNEDY,
Governor of Hongkong;
AND TO
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Invites inspection of his large Collection of VIEWS of FOOCHOW, SWATOW, HONGKONG, CANTON, and MACAO.

WYNDHAM STREET,
6m] (*Formerly occupied by Athletic Club.*) [513

KWONG-KEE COAL SHOP.

THE Proprietor of KWONG-KEE Shop begs to inform the Public that his Shop has been established since 1867, at 39, Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Ship-masters wishing to patronise him, are requested to apply at his Shop.
1y 1385 Hongkong, 30th July, 1872.

Intimations.

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HOUSE, SHIP, AND STEAMBOAT PLUMBERS,
COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

BY SPECIAL APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR, AND TO H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,
CIVIL, NAVAL, & MILITARY TAILOR, WOOLLEN DRAPER, HATTER, HOSIER, AND GENERAL OUTFITTER,
45 and 47, Queen's Road, next to Oriental Bank.
tf 192] [Feb. 1.

E. R. HANDLEY,
HOUSE AND SHIP PLUMBER, COPPER SMITH,
BRASS FOUNDER AND GAS FITTER,
39 and 40, Praya West,
Next to the P. & O. Coal Stores,
tf 1681 HONGKONG. [Sept. 15

BROWN, JONES & CO.,
UNDERTAKERS, &c.,
OFFICE—No. 9, HOLLYWOOD ROAD.
Memorial Stones and Monuments erected.
tf 137 Hongkong, 21st January, 1873.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.

The above premises comprise a large Machine-Shop, containing a
WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.

The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
JOHN FORSTER & Co.,
Agents.

The list of Charges for remetalling, or docking vessels for examination, painting iron-ships, &c., &c., can be obtained on application.
1876 May 3.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ; ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
ST. DENIS, MAHE, PORT LOUIS, AND BOMBAY.

ON THURSDAY, the 24th April, 1873, at noon, the Company's S. S. "*TIGRE*," Commandant LECOINTEE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 o'clock P.M. on the 23rd April, 1873. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.
Hongkong, 10th April, 1873.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*TANJORE*," Captain A. H. JOHNSON, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 26th April, at noon.

Cargo will be received on board until 2 P.M., Specie and Parcels at the office until 2 P.M. on the 25th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers of cargo for Bombay are requested to take note, that the steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, *may* call at Colombo.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 18th April, 1873.

THROUGH U.S. MAIL LINE
VIA
FROM
CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*QUANG-SE*" will leave Hongkong for San Francisco, via Yokohama, on SATURDAY, the 26th instant, at 3 o'clock P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to principal points in the United States, Canada, and Europe, via Overland Railroad and connecting Lines of Steamers, and to ports in Mexico and Central and South America.

A Steamer of the Company will leave Shanghai about same date, via the Inland Sea Ports, and make close connection at Yokohama.

The "*QUANG-SE*" will be due at San Francisco May 28th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York, and for all the principal cities in the interior and upon the Atlantic Seaboard.

Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comfort and convenience.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Favorable arrangements have been made for Through Passengers and Freight to America from Calcutta, Penang and Singapore, and from Swatow, Amoy and Foochow.

Return Passage Tickets issued at a reduction of 20% on regular rates.

No Freight received after noon of the 25th instant. Parcel Packages received until 5 P.M. same day; all Packages should be marked to address in full; value of same is required.

For further information as to

Extracts.

THERE WAS A LITTLE BOY.

There was a little boy, with two little eyes,
And he had a little head that was just the proper size;
And two little arms and two little hands;
On two little legs this little boy he stands.

New this little boy would now and then be cross,
Because that he could only be the very thing he was;
He wanted to be this, and then he wanted to be that;
His head was full of wishes underneath his little hat!

"I wish I was a drummer to beat a kettle-drum;
I wish I was a giant to say fee-fo-fi-faw-fum;
I wish I was a capain to go sailing in a ship;
I wish I was a huntsman to crack a nice new whip.

"I wish I was a horse to go sixty miles an hour;
I wish I was the man that lives up in the lighthouse tower;

I wish I was a sea gull with two long wings;
I wish I was a traveller to see all sorts of things.
"I wish I was a carpenter; I wish I was a lord;
I wish I was a soldier with a pistol and a sword;

I wish I was the man that goes up high in the balloon;
I wish, I wish, I wish I could be something else, and soon!"

But all the wishing in the world is not a bit of use;
That little boy this very day he stands in his own shoes,
That little boy is still but little Master What-do-you call,
As much as if that little boy had never wished at all.

He eats his bread and butter, and he likes it very much,
He grubs about, and bumps his head, and bowls his hoop and such;
And his father and mother they say, "Thank the gracious powers,
Those wishes cannot wish away that little boy of ours!"

—*Good Things.*

THE RAPIDS OF THE KURUMAN.

The light boat soon reached the true rapid, which it was necessary to cross obliquely. At a word from the Bochjesman, the sailors put forth their strength; but, despite all their efforts, they were carried down parallel to the banks. The tiller and oars had no longer any effect, and the situation became really perilous; a rock or stump of a tree would inevitably have overturned the boat. In spite of the manifest peril, no one uttered a word. The Bochjesman half rose, and watched the direction which he could not control. Two hundred yards distant rose an islet of stones and trees, which it was impossible to avoid. In a few seconds the boat apparently must be lost; but the shock came with less violence than had seemed inevitable. The boat lurched and shipped a little water, but the passengers kept their places. They were astonished to observe that what they had presumed to be rock had moved, and was plunging about in the rush of the waters. It was an immense hippopotamus, ten feet long, which had been carried by the current against the islet, and dared not venture out again into the rapid. Feeling the shock, he raised and shook his head, looking about him with his little dull eyes, and with his mouth wide open, showing his great canine teeth. He rushed furiously on the boat, which he threatened to bite to pieces But Sir John Murray's presence of mind did not forsake him. Quietly shouldering his rifle, he fired at the animal near the ear. The hippopotamus did not quit his hold, but shook the boat as a dog would a hare. A second shot was soon lodged in his head. The blow was mortal. After pushing the boat with a last effort off the islet, the fleshy mass sank in the deep water. Before the dismayed voyagers could collect their thoughts, they were whirled obliquely into the rapid. A hundred yards below, a sharp bend in the river broke the current; thither was the boat carried, and was arrested by a violent shock. Safe and sound the whole party leapt to the bank. They were about two miles below the spot where they had embarked.—*From "Meridiana: The Adventures of Three Englishmen and Three Russians in South Africa." By Jules Verne.*

THE HEAVENS.

Try a still farther flight,—pass over twenty millions of millions of miles. We have reached the nearest of the stars, and taking our stand on one of its planets, and waiting till evening falls, we look eagerly abroad to mark the altered aspect of the heavens. Here surely, where we have put such an overwhelming distance between us and our former position, the face of the sky will be no longer recognisable—the old heavens will have passed away from over our head, as well as the old earth from beneath our feet. But no,—as the stars one by one steal out from the darkness, they group themselves into their old well-known configurations. There is the Little Bear with its pole-star and the Great Bear with its pointers; there are the bands of Orion and the sweet influences of the Pleiades; there are Mazzaroth and Arcturus, just as they appeared to Job five thousand years ago, and sixty billion miles away. Vast as is the space we have traversed, it is not a thousandth part of that which separates the two most distant stars of the system, and hence we need not wonder that the change we have found is no greater than that which comes over the distant landscape as the traveller advances a score or two of yards along his way. Let us then pursue our journey still further. Sun after sun beams upon us with its brilliant band of planets and comets—sun after sun pales and lessens in the distance as we leave it behind in our flight. And gradually a change creeps over the face of the heavens. The general figures of the constellations remain the same, but those behind contract their dimensions and shrink more closely together, while those in front are opening out and growing larger and brighter. At length we near the farthest confines of the Milky Way. Very few and very scattered are the stars which still remain in front of us. We can number them all with ease. And now but three are left before us,—but two,—but one. That one is reached in turn. We pass to the further side and look forth into the mysterious abyss which lies beyond. Before, behind, to the right, to the left,—whichever way we turn our gaze, it meets with nought but the blackness of darkness,—the deep gloom of the midnight sky is unbroken by the gleam of a single star. Onward still we wing our daring flight; the last resting-place is abandoned, the last oasis left behind, and we adventure forth into the trackless wastes of space. One by one the planets of this last sun are passed in our course; now and then a comet overtakes us, and blazes swiftly past into the depths beyond; but if we look onwards, we see that even it soon pauses in its reckless flight, and wheels back on rapid wing to less solitary and untrodden regions. The sun itself dwindles down to a star, and takes its place among a cluster of others which come forth from behind and around it as its paling light permits them to become visible. And soon this cluster too fades, till all distinction of stars in it is lost, and nothing is left but a dim white patch of light, ere long to be blotted out in turn, as it seems to be swallowed up by the surrounding darkness. All created works are left behind, and we stand alone face to face with the infinitude of God,—alone where mortal footstep has never trod, where presence there has never been, save that of the ever omnipresent Creator and the spirits which pass and repass, ascending and descending the ladder of vision which bridges the chasm between heaven and earth, as they go and come, ministering to the heirs of salvation.—*From "The Romance of Astronomy," by R. Kalley Miller, M.A.*

LIFE IN THE DIAMOND FIELDS.

One very unpleasant thing on the fields is the amount of dust and flies in circulation; and of these two, the latter are the most agreeable. Although persecuting one most incessantly by day, night puts a stop to their torments, while no sooner does a puff of air come from yonder plain than you inhale a volume of dust—not the earthy, loamy dust of agricultural land, but the whitish-grey limy powder which has been refined by the action of shovel and sieve until it is as light as air. It impregnates your food, your hair is like a door-mat, and your eyes have a chronic soreness as though a thousand delicate needles were pricking into the eyeballs, while your body is chafed and sore from the friction of dusty clothes. All this is unpleasant; but we will suppose that the gentle wind has increased to a howling tempest, that storm clouds fill the sky, and tents shake to the breeze; then, and then only, do the diggers reach the climax of misery. From hundreds of sieves and hundreds of conical dust heaps the wind gathers its load, and like some malicious fiend sweeps through the camp, turning the light of day into a hideous yellow twilight, circling round unprotected tents, and through all the seams and cracks, filling them full of floating dust. The diggers sneeze, cough, weep, and for relief rush into the open air, or more properly into an air of lime, where, utterly choked and blinded, they fall on their faces, there to gasp for breath like a dying turtle, and curse the day they saw the fields. This sometimes continues for hours; business is suspended; people desert their claims and shut themselves up in their dwellings; the streets are abandoned to the dogs; and no one has rest until the wind falls or a blessed shower turns dust to mud.—*Harper's New Monthly Magazine.*

QUEEN ELIZABETH.

Queen Elizabeth dies; and dies of grief. It has been the fashion to attribute to her, I know not why, remorse for Essex's death; and the foolish and false tale about Lady Nottingham and the ring has been accepted as history. The fact seems to be that she never really held up her head after Burleigh's death. She could not speak of him without tears; forbade his name to be mentioned in the Council. No wonder; never had mistress a better servant. For nearly half a century have these two noble souls loved each other, trusted each other, worked with each other; and God's blessing has been on their deeds; and now the faithful God-fearing man is gone to his reward; and she is growing old, and knows that the ancient fire is dying out in her; and who will be to her what he was? Buckhurst is a good man, and one of her old pupils, and she makes him Lord Treasurer in Burleigh's place; but beyond that, all is dark. "I am a miserable forlorn woman; there is none about me that I can trust." She sees through Cecil; through Henry Howard. Essex has proved himself worthless, and pays the penalty of his sins. Men are growing worse than their fathers. Spanish gold is bringing in luxury and sin. The last ten years of her reign are years of decadence, profligacy, falsehood; and she cannot but see it. Tyrone's rebellion is the last drop which fills the cup. After fifty years of war, after a drain of money all but fabulous, expended on keeping Ireland quiet, the volcano bursts forth again just as it seemed extinguished, more fiercely than ever, and the whole work has to be done over again, when there is neither time nor a man to do it. And ahead, what hope is there for England? Who will be her successor? She knows in her heart that it will be James: but she cannot bring herself to name him. To bequeath the fruit of all her labours to a tyrant, a liar, and a coward: for she knows the man but too well. It is too hideous to be faced. This is the end, then? "Oh that I were a milke maide, with a paile upon mine arm!" But it cannot be. It never could have been; and she must endure to the end. "Therefore I hated life; yea, I hated all my labour which I had taken under the sun; because I should leave it to the man that shall be after me. And who knows whether he shall be a wise man or a fool? yet shall he have rule over all my labour wherein I have showed myself wise, in wisdom, and knowledge, and equity. . . Vanity of vanities, and vexation of spirit!" And so, with a whole book of Ecclesiastes written on that mighty heart, the old lioness coils herself up in her lair, refuses food, and dies. I know few passages in the world's history more tragic than that death.—*From "Plays and Puritans; and other Historical Essays," by Charles Kingsley.*

TRYING TO PITCH A MAN ACROSS A RIVER.—AN AMUSING YANKEE STORY.

On the bank of the Hudson river, in one of the villages that dot its shores, a lot of idlers were standing, seeing which could throw stones the farthest into the stream. A tall, raw-boned, slabsided Yankee, and no mistake, came up and looked on. For a while he said nothing, till a fellow in a green jacket, the leader of the party, a conceited broth of a boy, began to try his wit on Jonathan. "You can't come that," said he, as he hurled a stone away out into the river. "Maybe not," said Jonathan; "but up in our country we've a purty big river, consideriu', and t'other day I hove a man clear across it, and he came down fair and square on the other side." "Ha, ha, ha!" yelled his auditors. "Wall, naow, yeou may laff, but I kan deu it again." "Do what?" said the green jacket, quickly. "I can take and heave you across that river yonder, just like open and shet." "But you 10 dollars of it." "Done," said the Yankee; and drawing forth an X (upon a broken-down East bank), he covered the bragger's shinplaster. "Kin yeou swim, feller?" "Like a duck," said green jacket: and, without further parley, the Vermonter seized the knowing Yorker stoutly by the nape of the neck and the basement of his pants, jerked him from his foothold, and with an almost superhuman effort, dashed the bully heels over head from the bank, some 10 yards into the Hudson. A terrible shout ran through the crowd as he floundered into the water, and amid the jeers and screams of his companions, the ducked bully put back to the shore and scrambled up the bank, half frozen by this sudden and involuntary cold bath. "I'll take that 10 spot, if you please," said the shivering loafer, advancing rapidly to the stakeholders. "You took us for greenhorns, eh? We'll show you how to do things down here in York;" and the fellow claimed the 20 dollars. "Wal, I reck'n you wunt take no 10 spot jis yet, captin." "Why? You've lost the bet." "Not edzactly. I did'nt calkilate on deuin' it the first time; but I tell you I ken deu it!" and, in spite of the loafer's utmost efforts to escape him, he seized him by the scruff and the seat of his overalls, and pitched him three yards further into the river than upon the first trial. Again the bully returned, amid the shouts of his mates, who enjoyed the sport immensely. "Third time never fails," said the Yankee, stripping off his coat; "I ken deu it, I tell ye." "Hold on!" said the almost petrified victim. "I will deu it, if I try till to-morrow mornin'." "I give it up!" shouted the sufferer between his teeth, which now clattered like a mad badger's; "take the money." The Vermonter very coolly pocketed the 10 spot, and, as he turned away, remarked, "We ain't much acquainted with your smart folks down here in York, but we sometimes take the starch aout of 'em up our way; and p'raps yeou wunt try it onta strangers agin. I reck'n yeou wunt," he continued; and putting on a broad grin of good-humour, he left the company to their reflections.

CHINESE LADIES.

Chinese ladies seldom leave their houses, and are consequently but rarely seen, and on one occasion only did I catch more than a glimpse of them. I was walking in the country one evening with a brother officer, at the time of their new-year festivities, and attracted by the sound of gongs in the distance, fell in with a stream of people in holiday rig going to a grand theatrical performance. The building, erected expressly for the occasion, was built entirely of bamboos and matting, ornamented with carved and painted woodwork, and holding about three thousand people. A gallery facing the stage was appropriated exclusively to the ladies, about four hundred of whom were present. The platform on which we posted ourselves was within a few feet of them, but though we were thus advantageously placed, we were unable to indulge in any lengthened gaze, as the men scowled ominously, and a bystander called out to us, "No lookee there, lookee here!" pointing to the stage. The dress of the ladies was very beautiful, composed of rich silks of bright colours. They were very diminutive, and their wide trousers, which would seem unfeminine in a tall woman, were to them far from unbecoming. Their faces were dusted with white powder, and their cheeks tinged with rouge. The maidens wore their hair in a loose tress, tied at the back with a single silk thread; but the hair of the married ladies was done up with the aid of paste and golden skewers into an elaborate structure; but we could not stop long, as the crowd began to mob us, and we were attracting the attention of the whole audience, who evidently looked upon us as intruders. As we were leaving, we saw several of the poor helpless little women, with their deformed feet, carried in and out on their servants' backs.—*From "Ready, O Ready!" by the Captain of the Cumberland.*

Insurances.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.

RUSSELL & Co.

tf 1022 Hongkong, 1st April, 1865.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant, on behalf of the above Company, Policies against Fire on First-class Buildings, to an extent of $10,000.

A discount of Twenty per cent. (20 p/c) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*

fy 15 Hongkong, 1st January, 1873.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire*, subject to a bonus of 20 per cent.

SIEMSSEN & Co., *Agents.*

tf 39 Hongkong, 16th November, 1872.

THE GLOBE MARINE INSURANCE COMPANY, LIMITED, LONDON.

THE OOSTEBLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Attention of Shippers is called to the low rates of Premiums charged by the undersigned Agents of above named Companies, for all steamer risks, subject to a brokerage of 15 per cent.

The "Oosterling," as well as the "Globe," after paying the Shareholders a dividend of 10 per cent. on their paid up Capital, distribute 25 per cent. of the surplus of the profits pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premium. Particulars can be obtained at the Office of

SIEMSSEN & Co., *Agents.*

tf 40 Hongkong, 16th October, 1872.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130, 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.

AUGUSTINE HEARD & Co., *General Agents.*

tf 314 Hongkong, 16th February, 1872.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 23rd March and 13th April, altering Clauses Nos. 103, 104, 105, 107, and 161 of the Articles of Association, (such changes to take effect from 1st January, 1872), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to all contributors, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to be carried to the Reserve Fund.

OLYPHANT & Co., *General Agents.*

tf 716 Hongkong, 17th April, 1872.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz.:—

Detached and semi-detached Dwelling Houses (removed from the town) and their contents. } ½ per cent

Other Dwelling Houses (similarly situated) and their contents } ¾ per cent.

Offices and Godowns and their contents. } 1 per cent.

Other Risks by Special arrangement.

The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days ¼ per cent.
Not exceeding ..... 1 month ½ per cent.
Above 1 month, and not exceeding ..... 3 „ ¼ „
Above 3 months, and not exceeding ..... 6 „ ½ „
Above 6 months, the full annual rate of 1 „

ROBT. S. WALKER & Co., *Agents, Royal Insurance Company.*

tf 1763 Hongkong, 13th September, 1869.

Insurances.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE, *Secretary.*

Hongkong, 1st November, 1871. tf 385

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents. } ½ per cent. per annum.

Other dwelling Houses used strictly as such, and their contents. } ¾ „

Godowns, Offices, Shops, &c., and their contents. } 1 „

On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.

GILMAN & Co., *Agents, North British and Mercantile Insurance Company.*

tf 1168 Hongkong, 24th June, 1872.

Insurances.

NOTICE

FROM and after this date the following rates will be charged for SHORT PERIOD insurances, viz:—

Not exceeding Ten days } ¼ of the annual rates
Not exceeding 1 month } ½ do. do.
Above 1 month, and not exceeding three months. } ¾ do. do.
Above 3 months, and not exceeding six months..... } ¾ do. do.
Above six months the full annual rate.

JARDINE, MATHESON & Co., *Agents, Alliance Fire Assurance Company.*

tf 678 Hongkong, 26th August 1869.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days } ¼ of the annual rate.
Not exceeding 1 month. } ½ do. do.
Above 1 month and not exceeding 3 months..... } ¾ do. do.
Above 3 months and not exceeding 6 months..... } ¾ do. do.

NORTON, LYALL & Co., *Agents the Queen Insurance Company.*

tf 242 Hongkong, 22nd January, 1870.

IMPERIAL FIRE INSURANCE COMPANY

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents. } ½ per cent.

Other dwelling Houses, used strictly as such, and their contents. } ¾ per cent.

Godowns, Offices, Shops, &c., and their contents. } 1 per cent

GIBB, LIVINGSTON & Co., *Agents Imperial Fire Insurance Company.*

tf 864 Hongkong, 7th March, 1865.

HONGKONG MARKETS.

As Reported by Chinese on the 23rd April, 1873.

COTTON GOODS.

COTTON YARN, No. 16 a 24	per picul	$112.50 a	$120.00
„ „ 28 a 32	„	122.00 a	132.00
„ „ 36 a 42	„	127.00 a	138.00
GREY SHIRTINGS, 7 a 7½ lbs	per piece	$2.15 a	2.20
„ 8 a 8½ lbs	„	2.30 a	2.45
„ 9 a 10 lbs	„	2.95 a	3.50
WHITE SHIRTINGS, 56 a 60 reed	„	2.15 a	2.40
„ 64 a 66 „ „	„	2.50 a	2.65
„ 68 a 72 „ „	„	2.90 a	3.55
WHITE SPOTTED DO.	per piece	2.50 a	2.65
WHITE BROCADES	„	2.30 a	2.75
AMERICAN DRILLS, 30 yards	„	2.60 a	3.80
„ 40 „	„	3.10 a	4.20
GREY T-CLOTHS, 24 yds & 22 in. 7 lbs.	„	1.70 a	1.85
„ 24 „ & 36 „ 8 lbs	„	2.20 a	2.25
DYED SPOTTED SHIRTINGS	„	3.00 a	3.95
DYED BROCADE DO.	„	3.70 a	3.85
DYED DAMASK DO.	per piece	5.50 a	6.00
CHINTZ	„	1.80 a	1.85
HANDKERCHIEFS, Blue	per doz.	0.60 a	0.65
„ Brown	„	0.65 a	0.72
„ Red	„	0.78 a	0.85
VELVETS, Black, 22 ins.	per yard	0.32 a	0.35
„ Gentian, 22 „	„	0.27 a	0.28
VELVETEENS, Black	„	0.25 a	0.28

WOOLLEN GOODS.

SPANISH STRIPES	per yard	0.87 a	0.88
LONG ELLS, *MM* Scarlet	per piece	8.20 a	8.30
„ „ Assorted	„	7.70 a	7.80
„ *HH* Scarlet	„	8.20 a	8.25
„ „ Assorted	„	7.50 a	7.60
CAMLETS, SSS	„	15.50 a	16.00
„ SS	„	19.00 a	19.50
„ S	„	20.50 a	21.00
„ *BBB*	„	22.50 a	23.00
LASTINGS	„	14.50 a	15.00

METALS.

IRON, Nail Rod Nos. 1 a 6	per picul	4.25 a	4.30
„ Hoop	„	4.75 a	5.00
„ Bar	„	3.50 a	3.55
„ Small Round Rod	„	3.50 a	3.60
„ Wire	„	8.75 a	9.00
LEAD	„	6.50 a	6.50
STEEL, English	per lub.	4.10 a	4.20
„ Swedish	„	4.50 a	4.65
TIN, Malacca	per picul	$6.50 a	$8.00
TIN PLATES	per box	10.50 a	11.00
SHEATHING METAL	per picul	23.00 a	27.00
QUICKSILVER	„	113.00 a	115.00
SPELTER	„	6.50 a	8.20

PRODUCE

COTTON, Shanghai	per picul	15.00 a	15.50
„ Ningpo	„	16.00 a	16.50
„ Tientsin	„	16.50 a	16.00
„ Shantung	„	15.50 a	16.00
„ Bengal	„	12.00 a	16.50
ALUM	per picul	1.70 a	1.95
CASSIA, Japan white	„	3.85 a	4.00
„ Black	„	3.25 a	3.30
RICE, Bengal, Cargo No. 1	„	2.45 a	2.50
„ „ 2	„	2.20 a	2.25
„ Siam, white	„	1.55 a	1.60
„ „ middlecland	„	1.45 a	1.50
„ Manila	„	2.35 a	2.40
„ Java	„	2.00 a	2.10
„ Singapore	„	1.90 a	1.95
„ Saigon	„	1.50 a	1.55
„ Arracan	„	2.10 a	2.16
„ Rangoon	„	2.35 a	2.40
SALTPETRE	„	6.20 a	7.50
COALS, Arlcoat	per ton		
„ English steam	„	17.00 a	17.50
„ American Anthracite	„	15.00 a	15.50
„ Sydney	„	14.00 a	14.50
WINDOW GLASS	per box	4.75 a	5.00
STRAITS PRODUCE, &c.,			
RATTANS, Straits	per pcl.	4.50 a	6.00
„ Banjar	„	4.30 a	4.75
PEPPER White	„	24.00 a	24.20
„ Black	„	13.50 a	14.00
BETEL NUTS	„	3.25 a	3.50
SANDAL WOOD Malabar	„	4.20 a	4.50
„ South Sea	„	19.50 a	21.00
SAPAN WOOD, Manila	„	1.80 a	2.00
„ Siam	„	2.25 a	2.50
FLOUR, California, per sack of 50 lbs.		1.58 a	1.60
„ American, per barrel of 200 lbs.		7.30 a	7.50
WHEAT, Tientsin	per pcl.	1.80 a	1.85
„ California	„	2.10 a	2.25
SUGAR, Canton white, 1 a 3	„	8.75 a	9.25
„ „ Dk. Brown	„	3.40 a	3.50
„ West Coast, Dk. Brown	„	3.20 a	3.30
„ Manila, Dry White	„	3.55 a	3.60
„ „ Dk. Brown	„	3.75 a	3.90
CAMPHOR, packed	„	16.00 a	16.50
PEAS, White	„	2.10 a	2.20
„ Green	„	1.75 a	1.90
„ Black	„	1.60 a	1.65
„ Yellow	„	1.85 a	1.85
MUSHROOMS, Japan	„	28.50 a	35.00
SEAWEED, Green	„	2.70 a	2.85
„ Cut	„	3.80 a	4.25
MUSSELS, Dry Siam large	„	11.00 a	14.00
„ „ small	„	6.75 a	7.00
VERMICELLI, Tientsin	„	7.50 a	8.10
BEES WAX, Japan	„	18.00 a	18.50
„ Hankow	„	59.50 a	60.00

SHIPPING IN THE CANTON WATERS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
HONGKONG.					
STEAMERS.					
Cheops	Dowdy	Brit. str	987	Gilman & Co	
Chinkiang	J. Hogg	Brit. str	798	Siemssen & Co	At Canton
City of Exeter	Bowey	Brit. str	787	Order	
Craigforth	Scott	Brit. str	862	Olyphant & Co	
Cyphrenes	Stephens	Brit. str	1279	Jardine, Matheson & Co	San Francisco
Dang Wee	Lord	Ann. str	250	Aug. Heard & Co	
Delta	Edmond	Brit. str	1019	P. & O. S. N. Co	
Fame	Richardson	Brit. str	116	H. K. & W. Dk. Co	*Tug Plying*
Flintshire	Sturrack	Brit. str	1242	Gilman & Co	
Kinshan ‡	Cary	Brit. str	1050	A. Heard & Co., Agents	
Kiu-Kiang ‡	Benning	Brit. str	1061	A. Heard & Co., Agents	
Kwangtung	Pitman	Brit. str	491	D. Lapraik & Co	East Coast
Madras	Bernard	Brit. str	1185	P. & O. S. N. Co	
Menzaleh	Monrrot	Fren. str	1003	Messageries Maritimes	
Mariveles	R. A. Zavala	Span. str	205	Remedios & Co	
Maumee	Bazin	Rus. str	600	Landstein & Co	
Parana	Wilkinson	Brit. str	1027	Wm. Pustan & Co	
Patuxet	S. W. Cowing	Amr. str	240	Aug. Heard & Co	
Poyang §	Mott	Brit. str	821	A. Heard & Co., Agents	
Quang-Se	J. Maury	Brit. str	1800	P. M. S. S. Co	Yokohama, &c.
Sea Gull		Brit. str	3½	Lane, Crawford & Co	
Sir J. Jeejeebhoy		Brit. str	101	Acheong	
Sunda	Hockin	Brit. str	1217	P. & O. S. N. Co	
Tanjore	A. H. Johnson	Brit. str	1389	P. & O. S. N. Co	Bombay, &c.
Tigre	Lecointre	Fren. str	2317	Messageries Maritimes	Saigon, &c.
White Cloud		Brit. str	380	A. Heard & Co., Agents	*Laid up*
Yot-tung		Brit. str	332	Acheong	*Laid up*
‡ *Running between Hongkong and Canton.*					
§ *Running between Macao and Hongkong.*					
SAILING VESSELS.					
Alma	R. Martin	Ger. bk	373	Wm. Pustan & Co	
America	de Lancirica	Peru. sh	1650	Captain	
Anna	Jessen	Ger. bk	440	Chinese	
August Friedrich	Nielsen	Ger. bk	367	Carlowitz & Co	Saigon
Aurora	Plettner	Brit. bk	295	Chinese	
Ashburton	Chas. Smith	Brit. bk	541	A. G. Hogg & Co	
Camilla Cavour	Astorquia	Peru. sh	803	Wm. Pustan & Co	
Carl Ludwig	Callsen	Ger. bg	232	Bourjan & Co	Takao
Conchita	A. Larrabe	Span. bk	408	Remedios & Co	
Condor	Kroll	Ger. bk	427	Siemssen & Co	
Crested Wave	Renoup	Brit. bk	345	Aug. Heard & Co	
Elly	T. E. de Jonge	Ned. bk	672	Order	Callao
Esmeralda	Koppelmann	Ger. bk	265	Carlowitz & Co	
Ferdinand Brumm	A. F. Ross	Ger. bk	754	Vogel, Hagedorn & Co	San Francisco
Formosa	Paulsen	Ger. sch	275	Melchers & Co	
Fürst Bismarck	Krützfeldt	Ger. bk	326	Wm. Pustan & Co	Manila
Inverdrurie	James Peter	Brit. bk	591	R. S. Walker & Co	
John McKean	F. Taylor	Brit. bg	194	John Burd & Co	
Kedar	A. N. Love	Amr. bk	350	Carlowitz & Co	Manila
Kien-Wei	Tracey	Imp. bk	360	Chinese	
Lizzie	Gremen	Ger. bk	314	Chinese	
Lola	Barcno	Peru sh	904	Order	
Ly-ee-moon	Rasmussen	Brit. bk	325	S. E. Burrows & Sons	
Macao	Vidaurrazaga	Peru. sh	700	Order	
Maria y Vicente	Sta. Coloma	Span. bk	384	Remedios & Co	Manila
Matilda Atheling	W. J. Whercat	Brit. bk	676	Jardine, Matheson & Co	
Mary Mildred	Fyne	Brit. sh	460	D. Lapraik & Co	
Nuevo Providencia	Vidauwazege	Peru. sh	880	Raynal & Co	
Ocean	Jassen	Ger. bk	227	E. Schellhass & Co	
Oracle	A. Erquiaga	Peru. sh	1199	Wm. Pustau & Co	
Pactole	J. Ollivand	Fren. bk	331	Landstein & Co	
Rose M.	Skelton	Brit. bk	500	Jardine, Matheson & Co	
Salvadora	Ibermaeche	Span. sh	1000	Brandao & Co	
Scotland	Holcomb	Amr. sch	78	B. F. Field	
Sea Belle	Goggin	Brit. bk	307	Jardine, Matheson & Co	Keelung
Sea Mew	J. Kacy	Brit. bk	465	Vogel, Hagedorn & Co	San Francisco
Sumatra	Mullen	Amr. sh	1072	Russell & Co	San Francisco
St. Mary	Young	Siam. bk	411	Chinese	
Undine	Vowell	Brit. sh	795	Jardine, Matheson & Co	
Villa de Rivadabia	Castillo	Span. bg	261	Brandao & Co	
Windward	Stannard	Amr. bk	782	Master	San Francisco
RECEIVING VESSELS & HULKS.					
Chase	Webster	Pow. Mag	283	Harbor Master	
Fort William	Purchase	Hulk	1000	P. & O. Co	
John Adams	Stroud	Hulk	318	Water Police	

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
CANTON.					
Fee-loong	Wright	H.I.C.M.	g-b.		
Fei-ho	Clayson	H.I.C.M.	g-b.		
Feiwan	Graves	Brit. str		A. Heard & Co., Agents	*Laid up*
Ling-feng	Cocker	H.I.C.M.	g-b.		
Man-nien-tsing	Sum-shün-fat	H.I.C.M.	ocr.		
Ngan-tun	Stewart	H.I.C.M.	g-b.		
Peng-chao-ai	Palmer	H.I.C.M.	g-b.		
Sui-Tsing	Stewart	H.I.C.M.	g-b.		
Sun-Chee	Clark	H.I.C.M.	g-b.		
Ta-an-lan	Le Buch	H.I.C.M.	ocr.		
Tien-Po	De Longueville	H.I.C.M.	g-b.		
MACAO.					
Charles Albert	Gouyan	Fren. str	1278	Grun & Co	
Emigrante	Pedro Boett	Peru. sh	924	Wm. Pustau & Co	
Esperance	Guillour	Fren. bg	272	Russell & Co	
Fray Bentos	Angel Falle	Peru. sh	471	Order	
Hongkong	Irriberri	Peru. sh	458	Wm. Pustau & Co	
Luisa Canevaro	Ventorino	Peru. sh	1300	Wm. Pustau & Co	
Mango Capac	Luis Olaguibel	Peru. sh	909	Order	
Rosita y Nene	Alchantra	Span. str	689	Order	
San Juan	Don Orfeviaga	Peru. sh	1500	Olano	
Sarah Watson	E. McDonald	Brit. bk	454	Russell & Co	
Spark ‡	Wilson	Brit. str	140	A. Heard & Co., Agents	
‡ *Running between Canton and Macao.*					
SWATOW.					
In port on 18th April, 1873.					
Garndics	Popp	Ger. bk	356	Dircks & Kruger	
Gaviota		Brit. sch	150	Bradley & Co	*Laid up*
Gleam	Burgess	Brit. bk	252	Frewin & Co	
Irene	Behrens	Ger. bk	253	Dircks & Kruger	
Lady Belmore	Lee	Brit. bk	254	E. Vincent & Co	
Ocean	Horge	Ger. bk	439	Dircks & Kruger	Taku
Therese Behn	Steffen	Ger. bk	457	Dircks & Kruger	
Zeus	Talbot	Brit. bk	197	E.